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CONTENTS

APPOINTMENT OF MEMBERS OF THE PROVINCIAL CIVIL SERVICE TO POSTS LISTED AS OPEN TO THAT SERVICE

RESOLUTION—No 5244A.

APPOINTMENT

Dated Calcutta, the 24th December 1900

READ—

The Resolution of the Government of India, in the Home Department, No $\frac{9 \text{ Public}}{1442-1388}$, dated the 21st April 1892, indicating the appointments in each Province as open to the Provincial Service.

Read also—

The notification of this Government, dated the 28th March 1893, declaring the number of appointments listed as open to members of the Provincial Civil Service in Bengal

The following correspondence with the Government of India regarding the manner in which appointments are to be transferred to the Provincial Service

Letter to the Government of India, Home Department, No 1242A D, dated the 9th June 1900.

Letter from the Government of India, Home Department, No 512, dated the 17th August 1900

Letter to the Government of India, Home Department, No 2412A D, dated the 15th September 1900

Letter from the Government of India, Home Department, No 916, dated the 13th December 1900

IN the notification, dated the 28th March 1893, it was announced that the following appointments in Bengal, for which members of the Civil Service of

India had hitherto been recruited, should thenceforward be posts to which members of the Bengal Provincial Service could properly be appointed, subject to the rules for the time being in force, under 33 Vic. Cap 3, Section 6 —

6 posts of District and Sessions Judge
4 posts of Collector and Magistrate of a district
1 post of Junior Secretary to the Board of Revenue
1 post of Under-Secretary to Government

In addition to these posts, the following appointments, for which recruitment had hitherto previously been made in the Civil Service of India, were thrown open to the Bengal Provincial Civil Service and added to the existing grades of that service —

2 posts of Joint-Magistrate of the first grade	to be converted into	2 posts of Deputy Magistrate and Collector in the 3rd grade on Rs 600
2 posts of Joint Magistrate of the second grade	ditto	2 posts of Deputy Magistrate and Collector in the 4th grade on Rs 500
2 posts of Assistant Magistrate on Rs 500 a month	ditto	2 posts of Deputy Magistrate and Collector in the 5th grade on Rs 400
2 posts of Assistant Magistrate on Rs 450 a month	ditto	2 posts of Deputy Magistrate and Collector in the 6th grade on Rs 300.

2 The effect of this notification was qualified by paragraph 6 of the Resolution of the Government of India, No $\frac{\text{9 Public}}{\text{1312-1332}}$, dated the 21st April 1892, which declared that until all the existing statutory civil servants were provided for, either by promotion or by amalgamation with the Provincial Service, and until the prior claims of officers of the Civil Service of India had been satisfied, the posts thrown open to the members of the Provincial Service could not be transferred to that service

3 Eight superior listed appointments became available to the members of the Provincial Service after the confirmation in superior posts of the Indian Civilians appointed in 1888. All these appointments were, until recently, actually held by Statutory Civilians The death of Mr Nanda Krishna Bose, a Statutory Civilian holding one of these posts, has reduced the number to seven One member of the Judicial Branch of the Provincial Service will now, with the sanction of the Government of India, be appointed a District and Sessions Judge of the third grade to make up the complement

4 The confirmation in superior posts of all the Indian Civilians appointed in 1889 will admit of the appointment of two more members of the Provincial Service to superior listed posts There are now two vacancies in the Executive Branch of the Indian Civil Service The claims of the last officer of 1889 of this service will be satisfied by promotion in one of these vacancies The other will be given to a member of the Executive Branch of the Provincial Service who, with the sanction of the Government of India, will now be appointed a Magistrate and Collector of the third grade.

5 The next vacancy occurring in the third grade of Magistrates and Collectors will be available for the appointment of another member of the Executive Branch of the Provincial Service, and the total number of ten superior posts of Magistrates and Collectors and District and Sessions Judges will then have been filled

6 The eleventh post is that of a Joint Magistrate of the first grade. It is now held by a Statutory Civilian, and cannot at present be converted into a Deputy Magistracy of the third grade

7. The twelfth post is also one in the first grade of Joint-Magistrates It will now be converted into a Deputy Magistracy of the third grade, as the most junior of the Indian Civilians appointed in 1891 has received promotion to the first grade of Joint-Magistrates

8 The thirteenth post is equivalent to a Joint-Magistracy of the second grade, and it became available on the promotion of the last of the Indian Civilians appointed in 1892 to that grade It will now be converted into a Deputy Magistracy of the fourth grade.

9. The fourteenth appointment is also equivalent to a Joint-Magistracy of the second grade It will be converted into a Deputy Magistracy of the fourth grade when the most junior Indian Civilian of 1893 has received promotion to the second grade of Joint-Magistrates

10. The fifteenth and sixteenth are posts equivalent to that of an Assistant Magistrate on Rs 500. As all the Indian Civilians of 1893 and 1894 have reached that grade, two appointments will now be added to the fifth grade of Deputy Magistrates

11 The seventeenth and eighteenth appointments are equivalent to that of an Assistant Magistrate on Rs 450 One of these appointments was merged in the Provincial Service on the occasion of the transfer to that service of a Statutory Civilian since deceased The other will now be transferred to the sixth grade of Deputy Magistrates

12 To the two Secretariat posts, viz, the post of Junior Secretary to the Board of Revenue and the post of an Under-Secretary to this Government, the main and essential condition laid down by the Government of India applies with special force, i e., proved and absolute fitness The proper performance of the duties of these posts, especially that of an Under-Secretary to this Government, requires exceptional qualifications, and appointment to them must be expressly guided by a regard to the efficiency of the public services.

13 The effect of the above orders will be that as soon as the sanction of the Government of India has been obtained two officers of the Provincial Service will be appointed by name to two superior listed posts and a third will be appointed on the occurrence of the first vacancy To inferior listed posts officers are not appointed by name, but in addition of five officers will immediately be made to the cadre of the Provincial Executive Service by promotion of officers to the various grades concerned

ORDERED—That the Resolution be published in the *Calcutta Gazette.*

By order of the Lieutenant-Governor of Bengal

J A BOURDILLON,

Chief Secy. to the Govt. of Bengal.

RESOLUTION ON THE PROGRESS REPORT OF FOREST ADMINISTRATION IN THE LOWER PROVINCES OF BENGAL FOR 1899-1900.

REVENUE DEPARTMENT—FORESTS

Calcutta, the 5th January 1901

RESOLUTION—No 128For

READ—

The Progress Report of Forest Administration in the Lower Provinces of Bengal for the year 1899-1900

Read again—

The Progress Report of Forest Administration in the Lower Provinces of Bengal for the year 1898-99 and Government Resolution thereon

Mr A E Wild, who was in charge of the Bengal Forest Circle throughout the year, submitted his Report on the 10th November 1900, more than a month late

The following statement shows the area of each class of forest in the circle —

CLASS OF FOREST	Area at commencement of the year	Added	Excluded	Area at close of the year	PERCENTAGE— Of total forest area	Of the area of the provinces (156 771 square miles)
1	2	3	4	5	6	7
	Sq miles		Sq miles	Sq miles		
Reserved	5 881			5 881	43	3 76
Protected	3 816	...	111	3 705	27	2 38
Unclassed	4,033			4 033	30	2 58
Total	13 730		111	[illegible]		8 69

2. No actual changes in the area of reserved forests were made during the year The recent land revenue resettlement of the Khurda Government Estate shows an excess of 1,833 acres, and of 51,725 acres in the area of the reserved and protected forests, respectively, of the Puri Division, but the reasons for this not having been given, no actual alteration has yet been made in the figures In the Sundarbans 111 square miles of protected forests were transferred to be converted into cultivation The transfer of the Saoria tract of the Sonthal Parganas under the Deputy Commissioner will shortly be effected

3 *Settlement*—The Lieutenant-Governor notices with regret, since the reasons given for the delay are not satisfactory, that the settlement of the area in the Chittagong Forest Division has not yet been completed The work was started as far back as 1897-98, and he trusts that it will be ready for notification within the current year.

The recent proposals of the Board of Revenue that certain blocks should be set aside as fuel and fodder reserves in the Jalpaiguri district as protected forests, and placed under the control of the civil authorities, are under consideration of Government According to the approved programme of operations spread over a period of ten years, the Imperial Forest Survey Branch began work in December in the Singhbhum Division In future reports the Conservator should state what was the programme for the year and, in case it was not worked up to, what were the reasons for the deficiency It is reported that the progress made so far was not very encouraging, as there are to be two parties at work during the coming season, more check and supervision are required.

The total length of boundaries as yet defined stands at 5,186 miles. The Lieutenant-Governor trusts that during the ensuing year forest officials will bear in mind the importance of carefully inspecting forest boundaries, a duty which appears to have been overlooked in many divisions.

4. *Working-plans*.—Of the total forest area in Bengal, viz., 13,589 square miles, working-plans for 5,320 square miles have been either completed or are being compiled, and 8,269 square miles still remain to be dealt with. The latter area includes 4,033 square miles of unclassed forest of Chittagong. Owing to the unfortunate illness of Mr. Hatt, who had nearly finished the working-plans for the Puri Division (110 square miles), and of the tardy progress made by the Forest Survey Party in Singhbhum, which delayed Mr. Haines, who had in hand the working plan (731 square miles) of that Division, no plans were completed during the year. Here also the Lieutenant-Governor would request that in future years details be given showing what was the programme for the year and to what extent it was worked up to with reasons for any shortcomings. The table showing the comparative strength of the staff, area and percentage under working plans for the three provinces of Bengal, North-Western Provinces, and Central Provinces, submitted by the Conservator, is interesting, but the figures for the areas under working-plans in the Central Provinces do not tally with those given last year. Speaking generally, the comparison as to strength of establishment is not very disadvantageous to Bengal, and the Lieutenant-Governor is compelled to repeat that Bengal has hitherto failed to realise the great value of working-plans. It is so far satisfactory, however, to see that the importance and necessity of the work are now fully understood, for there is no part of the Forest Officer's duties of greater importance than the preparation of working-plans for the forests in their charge. Without them a new Forest Officer is helpless in his charge, and Government has no check on the proper working of any forest.

But it does not appear that the Conservator's arrangements for carrying out these operations are as yet properly organized, since they seem to rest on the chance of securing the services of special officers for this work alone. The matter will be dealt with when orders are passed on the report which has lately been called for giving, in the order of urgency, the Forest Divisions, for which working plans or revision of existing working-plans are required during the next five years. The Conservator has now had a material addition made to his superior staff, and the work must be taken energetically in hand.

5. *Buildings and Communications*.—The following statement shows the expenditure on roads and buildings in 1898-99 and 1899-1900 and the budget estimates for the latter year:—

Description of work.	Buildings.			Roads and bridges.			Total.		
	Actuals of 1898-99.	Budget estimates of 1899-1900.	Actuals of 1899-1900.	Actuals of 1898-99.	Budget estimates of 1899-1900.	Actuals of 1899-1900.	Actuals of 1898-99.	Budget estimates of 1899-1900.	Actuals of 1899-1900.
1	2	3	4	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	10
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
New construction	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible] 147
Repairs	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Unapportioned	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1,411
Total	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	76,9[illegible]0	[illegible]

The budget estimates were not worked up to partly owing to several works not having been taken up and partly to the diversion of the allotment to other purposes.

The chief new buildings constructed during the year were the Sonthal Parganas head-quarters house and three revenue station-houses in the Sundarbans.

Eighty-four miles of new roads and paths were made during the year as against 57 in the previous year, and repairs were carried out along 787 miles of road, the corresponding figures for 1898-99 being 812. Of the new roads, 35 miles were for facilitating export and 49 miles were for inspection purposes. The experiment of erecting a wire rope-way in the Tista Division was a failure owing to the curves encountered, and the line will have to be re-erected on the usual plan of straight lengths.

6. *Breaches of Forest Law*.—Three hundred and fifty-five cases were taken into Court during the year under report as against 307 in 1898-99. This increase occurred mainly under "fire cases" in the Singhbhum Division and under "other offences."

Of the cases disposed of, 88 per cent. ended in conviction as against 90 in the previous year. Prosecutions were instituted in 50 cases for offences with regard to fire, of which 38, involving 45 persons, ended in conviction, and 5, involving 18 persons, resulted in acquittal. The remainder were pending at the end of the year. Of the total cases of this kind, 28 occurred in Singhbhum, 9 in Palamau, 5 in Angul, 3 in Jalpaiguri, 2 in Chittagong, 1 in Darjeeling, 1 in Puri, and 1 in the Sonthal Parganas.

The sentences awarded in fire cases have been generally of a much more deterrent nature than was the case during the previous year, and the Lieutenant-Governor agrees with Mr. Wild that, "considering the difficulty in most fire cases of procuring any evidence at all, whenever convictions are obtained, the punishment ought in all cases to be exemplary." The Lieutenant-Governor looks to the Conservator to bring promptly to the notice of Government any case in which, in his opinion, the punishment awarded has been inadequate. The Government of India, as noted in last year's Resolution, asked if amendments were not required in the Indian Forest Act for the better protection of forests from fires and the punishment of incendiarism, proposals have accordingly been submitted by the Conservator to alter the existing law and to make villagers jointly responsible for fires.

The number of cases compounded by Forest Officers amounted to 1,946, involving 3,962 persons as against 2,057 cases, involving 4,018 persons in the previous year. The amount received as compensation was Rs. 12,176, Rs. 791 less than the amount in the previous year. In the Sundarbans, the compensation accepted is usually high, as the cases are mostly of a more serious nature than in other Divisions, for the offenders carry off the wood in boat loads, whereas elsewhere the thefts are chiefly confined to the quantity that can be carried on a man's head. Omitting this Division, the compensation received for each person involved varied between 8 annas 7 pies in Singhbhum and Rs. 7-3-9 in Buxa. The total number of offences decreased from 2,487 to 2,483, and of these, the Darjeeling Division contributed 446 cases, while the Tista, Sonthal Parganas, Puri, and the Sundarbans Divisions contributed over 300 cases each.

7. *Forest fires.*—Protective measures against fire were taken for 2,114 square miles, of which 194 square miles, or 9 per cent. of the entire protected area, were burnt, as against 2 per cent. in 1898-99 and 27 in 1897-98. This increase was, to some extent, to be expected owing to the early setting in of the hot weather.

Although a far larger area was burnt than during the previous year, yet, looking at past results, the general result of the year under report was fairly satisfactory, and the Conservator points out that the accustomed alternation of good and bad years, which has been the rule since 1890-91, has been broken. The Lieutenant-Governor agrees with the Conservator that some praise is due to the officers of the Department for this improvement.

Singhbhum again heads the record, having had 134 square miles burnt, and the fires there in 1899-1900 were worse than in 1898-99. In consequence of the many and severe fires in the early part of the season in the Saitba block of this Division, the burnt areas in that block were closed to grazing for three years as a punishment for malicious and careless firing.

8. It would appear that for the Circle 92 fires as against 62 in the previous year were intentionally fired, damage being done to 101,365 acres as against 40,545 in 1898-99. Prosecutions were instituted in 14 of these cases, of which 10 ended in conviction, 2 resulted in acquittal, and 2 were pending at the close of the year.

9. *Grazing.*—Four hundred and seventeen square miles of reserved forests were open to all animals, as against 393 square miles in the previous year, the increase of 24 square miles being due to areas previously closed in the Darjeeling and Kurseong Divisions being thrown open during the year under report. As in the previous year, 1,722 square miles of protected forests remained open during 1899-1900. The average area per head of cattle grazed in the reserved forests was 5·7 acres as compared with 5·5 acres in the year before. In the protected forests, excluding Angul, which is under the management

of the Deputy Commissioner, and for which no returns have been furnished, the acreage per head (2·5) was practically unchanged, though the revenue increased by Rs. 919 to Rs. 84,941 owing to better collections in the Puri Division. With regard to grazing, no change has been made in the method or system.

10. *Yield and outturn of forest produce.*—The following statement gives details of the forest outturn of the year :—

Class of forest and agency by which produce was removed	Timber	Fuel	Total wood	Bamboos	Minor produce
1	2	3	4	5	6
Reserved	C ft	C ft	C ft	C ft	Rs
Government	180,799	155,740	342,589	17,148	2,682
Purchasers	5,669,564	16,194,638	20,864,202	9,769,908	1,24,875
Free grantees	11,143	23,038	33,181		1,363
Right holders		910,157	910,157	966,400	12,312
Total	5,867,506	16,282,873	22,150,[illegible]9	10,753,456	1,41,232
Protected					
Government	38,636	3,981	42,517	539,441	1,701
Purchasers	699,978	3,835,694	4,485,672	101,090	47,777
Free grantees	1,621	729	2,363	2,300	2
Right holders	230,665	14,380,835	14,611,500	4,000,000	1,23,374
Total	970,803	18,221,239	19,192,042	1,642,831	1,72,154
Unclassed					
Government	21,290	1,369	22,659	25,960	3
Purchasers	480,232	60,642	540,874	6,611,886	8,657*
Free grantees	491		491	1,500	
Right holders					
Total	502,013	62,011	564,024	6,639,346	8,660
Grand total in 1899-1900	7,340,322	34,565,823	41,906,145	21,035,633	3,22,746
Ditto in 1898-99	6,420,306	32,248,935	38,669,241	20,744,794	2,90,016
Difference in 1899-1900	+ 920,016	+ 2,316,888	+ 3,236,904	+ 290,839	+ 32,730

* Includes Rs 2,108 collected from Hill Tipera (for two years).

The gross outturn under all heads was much greater than in the previous year, and considering that the gross yield of the year 1898-99 itself had been considerably larger than in 1897-98, this result is very satisfactory. The Sundarbans Division gave the largest increase, the timber and fuel there exceeding those of the previous year by 693,867 cubic feet and 2,316,888 cubic feet, respectively, and the Departmental Officers are reported to have shown much energy in exploiting the produce of this Division and taking advantage of a brisk demand.

Singhbhum also showed a considerable improvement in its yield of timber, but fell off considerably in its fuel outturn, as also did Angul.

11. *Financial Results.*—The following statement shows the financial results during each of the last six official years :—

Financial year	Receipts	Charges	Net revenue
	Rs	Rs	Rs.
1894-95	7,95,673	3,98,601	3,97,072
1895-96	9,18,709	4,66,068	4,52,641
1896-97	13,70,849	6,90,042	6,80,807
1897-98	11,89,285	6,53,437	5,35,848
1898-99	9,72,313	4,86,319	4,85,994
1899-1900	11,38,912	5,45,205	5,93,707

For the purposes of comparison the Conservator eliminates the years 1896—98 as exceptional owing to the extensive sleeper operations in Singhbhum, but this the Lieutenant-Governor cannot agree to, since in his opinion there must yearly be a large demand for sleepers on the part of the railway companies, which it is the duty of the Forest Department to meet or to explain to the satisfaction of Government their inability so to do.

12. The following table shows the result of the last two financial years, division by division —

Division	Receipts		Charges		Surplus		Deficit	
	1899 1900	1898 99	1899 1900	1898 99	1899 1900	1898 99	1899 1900	1898 99
1	2	3	4	5	6	7	8	9
	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
Direction	[illegible] 573	11 506	43 579	49,660			40306	26,154
Darjeeling	79,093	79,969	70 [illegible]71	69,34[illegible]	8,522	10,322		
Tista	28,704	22,828	31 0[illegible]6	23,676			2,362	847
Kurseong	42,[illegible]	39 021	31,2[illegible]	[illegible] 796	11,6[illegible]	5,925		
Jalpaiguri	55,722	49,127	34,301	23,459	21 421	25,668		
Buxa	26 7[illegible]2	16,441	[illegible]	29,752			3,733	7,311
Sonthal Parganas	43,262	22,760	30,41[illegible]	17,364	12 847	5,[illegible]96		—
Hazaribagh	19,195		3 [illegible] 0		15 485			
Palamau	2,775	3,429	[illegible]	11,890			10,0[illegible]3	8,461
Singhbhum	62 660	40,745	67 [illegible]	45,812			5,289	5,097
Angul	4,922	3,912	[illegible]	15,288			8,772	11,[illegible]74
Puri	32 216	25 084	26 [illegible]	26,093	5 696			1,009
Sundarbans	6 30,639	5,07,120	[illegible]	1,10,180	5,33 963	4,46 640		
Chittagong	1 06,381	98,371	[illegible]	45,375	51,628	5 986		
Total	11,38 912	9 72,313	[illegible]	1,86,[illegible]19	6,64,222	5,16,247	70,[illegible]15	60,25[illegible]
Net surplus					5,93,707	4,5[illegible] 994		

The Lieutenant-Governor regrets to find that no improvement was made in the Tista, Buxa, Palamau, Singhbhum, and Angul Divisions, which again worked at a loss during the year under report It is explained that in Singhbhum there would have been a small surplus, but for the expenditure of Rs. 12,113 on surveys, and that the deficit in Tista was due to the inability to dispose of the sleepers prepared there, in consequence of the breaks in the Tista Valley road In the Buxa Division operations, it is said, are retarded owing to the climate, which prevents the Department from securing reliable workmen, but the Conservator thinks that there will be a profit in the coming year Improvement in Angul is also promised though for what reason is not stated In reviewing the report of the previous year, the Government of India expressed the opinion that no forest division in Bengal, except the Direction Division, should show a deficit, and they agreed with the Lieutenant-Governor in considering that more energy was required on the part of Divisional Forest Officers in seeking and developing markets for the many products of the Bengal forests

The Conservator reports that a certain zeal in the direction of opening out new markets has now been aroused among the officers of the Department, but that none have shown any special aptitude for commercial undertakings His Honour desires that the Conservator will impress upon all officers that unless they eagerly seek every chance of exploiting the forest produce and bringing the products to the knowledge of purchasers, instead of waiting for purchasers to approach them, they have failed in one of the essential duties of a forest officer

The answers given by the Conservator with reference to the questions asked concerning the supply of sleepers to the Cooch Bihar, Barun-Daltonganj and Bengal-Duars Railways do not show that it was impossible for the Department to furnish the necessary timber

The Lieutenant-Governor is glad to notice the successful and profitable introduction of Departmental operations in the matter of the collection and disposal of certain minor products, viz, India rubber in the Kurseong Division, myrabolams in the Singhbhum Division, and the fruit of the *strychnos nux vomica* in the Puri Division, and he is obliged to Mr Wild for the trouble he has taken in the improvement of this branch of the administration. That the departmental

cultivation of lac in the Palamau forests has, owing to want of zeal, been so far a failure, is most regrettable, and the Lieutenant-Governor trusts that the Conservator will see that this want of energy on the part of local officers is promptly remedied: there would appear to be no reason why this cultivation should not be as successful as others, and it is trusted that next year's report will show better results. It is satisfactory also to note that the right to cut *sabai* grass in the Singhbhum reserves, which had been leased for three years in 1897 at a total rent of Rs. 30,000, was resettled in April 1900, for a further term of three years for a sum of Rs 1,26,000

The state of the mica industry in Hazaribagh continues to be disappointing, and the Conservator thinks that it is impossible to exercise much departmental check of the data on which the royalty on mica is calculated without a large increase of establishment A revision of the mica mining rules is now under the consideration of Government

13. *Miscellaneous*—Since the close of the year three new appointments have been sanctioned by Her Majesty's Secretary of State, viz, one Deputy Conservator, first grade, another of the third grade, and one Assistant Conservator, second grade

Considerable damage was done to the forests around Darjeeling by the unusully heavy storm and rainfall of the 24th and 25th September 1899. There was a formidable landslip on the Setikhola Jhora, and the torrents in the Tista river and its tributaries, the Rangit and the Bara Rangit, brought down large deposits of silt and washed away low-lying strips of forest on their immediate banks, and a bed of silt was formed in the Apalchand forest in Jalpaiguri It is estimated that 463 acres of forest in the Darjeeling Division, and some 450 out of 600 acres in the bed of the Balasun river have been lost The damage to roads and paths was extensive in the three hill Divisions of Darjeeling, Kurseong, and Tista

The present report is full and in view of the remarks passed last year by the Government of India, it should if possible have been curtailed This subject, however, is now under consideration, and the Lieutenant-Governor is awaiting the opinion of the Conservator on the suggestion made by the Government of India in their Circular No 7F, dated the 18th September 1900, for the shortening of the Report

14 In thanking Mr Wild for his administration generally and for the large increase he and his officers have obtained in the departmental surplus, the Lieutenant-Governor desires that two points may be very closely kept in view during the ensuing year the vital importance of pushing on the preparation of working-plans and the keen exploitation of forest products

By order of the Lieutenant-Governor of Bengal,

F A SLACKE,

Secretary to the Government of Bengal

PROGRESS OF EDUCATION IN BENGAL DURING 1899-1900

GENERAL DEPARTMENT—EDUCATION

Calcutta, the 8th January 1901

RESOLUTION—No 115

READ—

The Report on Public Instruction in Bengal for the year 1899-1900

THE report submitted by Mr Pedler, F R S, who has held charge of the Education Department throughout the year, reached Government with a punctuality which was the more commendable that his time has been much engrossed in the reports called for by the Government of India on the various points raised by Mr J S Cotton in his quinquennial Review on Education.

2 *Number under instruction* —The following table shows the number of colleges and schools in Bengal and the number of pupils in them at the end of the years 1898-99 and 1899-1900 —

Class of Institution	1898-99 Schools	1898-99 Pupils	1899-1900 Schools	1899-1900 Pupils	Average number of pupils 1899	Average number of pupils 1900
1	2	3	4	5	6	7
PUBLIC INSTITUTIONS—						
University — Arts Colleges	40	7 204	44	7 868	184·7	178·8
Secondary — High English schools	438	95 529	471	107 922	233 2	229 1
Secondary — Middle ditto	9 1	72 207	950	69 293	74·3	72·9
Secondary — Do vernacular schools	1 0[illegible]	60 202	1 04[illegible]	57 039	55·0	54 6
Primary — Upper primary schools	4 [illegible]	174,161	4 309	177,253	41 0	41·1
Primary — Lower ditto	44 0[illegible]	1,061,586	43 800	1 065,870	24·0	24 4
Special (including Madrasahs and institutions for professional training)	3[illegible]	13 587	504	10 168	34 4	32 1
Female	[illegible]	61,817	2 750	63 576	22·2	22·7
Total	54 0[illegible]3	1 546,243	53 8[illegible]1	1 566 018	28·6	29·0
PRIVATE INSTITUTIONS—						
(1) Advanced teaching—						
(a) Arabic or Persian	1 306	18,672	1,282	16,430	13 3	12·8
(b) Sanskrit	1,417	13,100	1,351	12 259	9 2	9 1
(2) Elementary teaching a vernacular only or mainly—						
(a) With ten pupils and upwards	71	10,605	709	11,390	14·9	16 1
(b) With less than ten pupils	3 201	21 079	3,236	20 565	6 4	6 4
(3) Elementary teaching the Koran only	4 113	56,461	4,060	57 847	13 7	14 2
(4) Other schools not conforming to the departmental standards	149	2,537	134	3,071	17 0	22·9
Total	11 078	122,542	10,762	121,577	11 1	11·3
GRAND TOTAL	65 101	1,668,785	64,653	1 687 595	25 6	26 1

The number of educational institutions decreased during the year from 65,101 to 64,653, the decrease being mostly with regard to private institutions, but the pupils attending them increased by 18,810.

3. A comparison with the figures from 1891 shows an almost continuous increase in the number of pupils with a yearly variation in the number of schools due to the appearance and disappearance of what may be called venture institutions

An examination of the figures in the table above shows the continued tendency of Arts Colleges and high English schools to gain in popularity, whereas the middle English schools and middle vernacular schools are year by year losing ground The reason is not far to seek, and lies undoubtedly in the prevailing but short-sighted opinion of parents that the future success of their children precludes any expenditure of time in gaining a knowledge of their

vernacular. This state of affairs raises the question whether the curriculum of the higher schools should not be modified in order to ensure that in the lower classes boys shall obtain a competent knowledge of their own language and the matter has just been dealt with in a separate Resolution.

Primary schools have shown noticeable vitality, the upper section records a gain of 69 schools and 3,091 pupils; the lower section also, though the actual number of schools has decreased, shows a satisfactory increase of 6,323 pupils. The Lieutenant-Governor notices with pleasure the rapid growth of special schools, and concurs with the Director, who says regarding them—

The increase of 27·9 per cent in the schools and 19 1 per cent in the pupils would tend to prove that the people of Bengal are waking up to the fact that a general training, or, in the higher stages, a literary education, leading solely up to the Calcutta University examination alone, does not represent the sum total of education, and that other special forms of education really are beginning to offer better prospects of advancement in life

This is the beginning of a movement which must largely influence the development and prosperity of the province, and which is the more hopeful, because its growth is spontaneous Female education has during the year shown no marked sign of improvement, but the actual number of pupils has risen by 1·2 per cent. There are many obstacles which retard the education of girls, and there is at least no retreat

4. *Ratio of pupils to population* —The percentage of boys of a school-going age and similarly of girls for the whole of the Province, excluding Cooch Bihar, Hill Tippera, and the Tributary State of Chota Nagpur, to the numbers actually at school, is 28 9 and 1 9 per cent, respectively, as against 28 6 and 1 9 last year There are, however, great differences in the degrees of educational progress attained in the various districts and divisions, Midnapore returning 60·4 per cent, and Purnea only 13 2 The poorer the districts the lower the number of boys at school. With the exception of Patna, all the Bihar districts rank very low in the list

5. *Schools classified according to management* —The following table classifies the colleges and schools according to their management —

Class of Institutions	1899		1900	
	Schools	Pupils	Schools	Pupils
1	2	3	4	5
Public Institutions				
Under Public Management				
Managed by Government	170	[illegible]	172	[illegible] 901
Do by District or Municipal Boards	200	1[illegible]500	[illegible]00	13 676
Under Private Management				
Aided by Government or by District or Municipal Boards	38 [illegible]41	1,16[illegible] 10	38 [illegible]	1 188 149
Unaided	15,012	[illegible] 703	[illegible]	337,802
Total	[illegible]	[illegible]	53 891	1 56[illegible] 018
Private Institutions				
Of indigenous instruction	11 078	[illegible]	10 762	121 877
Grand Total	65 101	[illegible]	64,653	1 697 895

Owing to the transfer of the reformatory schools at Alipur and Hazaribagh from the Jail to the Education Department, the establishment of a Survey School at Angul, and the transfer of the Siliguri Middle Vernacular School in the Rajshahi Division to the aided list, there was a net increase of two in the institutions managed by Government The schools managed by District or Municipal Boards remained stationary. Of schools under private management, the unaided class decreased by 486, which was, however, attended by an increase of 352 in the aided class—results which indicate that success is attending the efforts now being made to bring these schools under inspection and to introduce method and system in their work.

6. *Financial results.*—The net expenditure on education for the last two years is compared in the following table —

HEAD OF CHARGE	1898-99				1899-1900.			
	NET EXPENDITURE AFTER DEDUCTING RECEIPTS				NET EXPENDITURE AFTER DEDUCTING RECEIPTS—			
	From Provincial Revenues	From District funds	From Municipal funds	Total expenditure	From Provincial Revenues	From District funds	From Municipal funds	Total expenditure.
1	2	3	4	5	6	7	8	9
	Rs	Rs	Rs	Rs	Rs	Rs	Rs.	Rs
University		—		1 74 269				[illegible]111
Collegiate	4 69 368			10 92 176	4,63 457	•		11,26,262
Secondary	4 18,408	2 10 896	19 172	33 43 571	4 18 462	2,18 758	16,089	34,45,585
Primary	1 62 171	5 03 815	52 060	29 53 338	1 6[illegible] 030	5,13 718	51 565	30,66,087
Female	1 75 495	33,886	9 001	6 71 946	1 70 155	37 828	9,578	6,43,715
Special	2,97 170	20 494	2 321	6 21 729	3 24 042	19 073	3,352	5,79,200
Scholarships	1 73 079	20,328	133	2 37 065	1 06 211	30 900	327	2,31,094
Buildings	1 58 906	3 898	2 003	5,07 508	1 85,712	4 637	3,103	5,61,965
Furniture	12 383	2 521	766	62,845	11 938	2 052	480	63,644
Miscellaneous	63 198	65 339	1 838	8 31 780	61,248	61 590	4,707	8,38,967
Superintendence	4 49 016	2,67 807	3 003	7 23 689	4,44 678	2 82,618	3 499	7,35,328
Total	23,74,226	11,37,424	94 877	1 11 12 906	24 17 601	11,71,380	92,440	1,13,94,558
		36 06,527				36 81 821		

An examination of the figures in the table shows that the total expenditure from Provincial Revenues rose by Rs. 43,275, or by 1 8 per cent., and from District Funds by Rs 33,956, or 2 9 per cent, while that from Municipal Funds fell off by Rs 2,437, or by 2 6 per cent. The total expenditure from all the public funds taken together shows an increase of Rs 74,794, or 2 1 per cent In the preceding year the expenditure from the public funds had decreased by 2 4 per cent Thus the expenditure from the public funds during the year under review is approximately the same as that of 1897-98

The expenditure from private sources rose from Rs 75,06,379 to Rs 77,13,237; or by 2 8 per cent. Expenditure from Provincial Revenues decreased under the heads of "Collegiate" education, Scholarships, and Superintendence, but there was a considerable increase in the aid to "Special" education

7 *Inspection tours*—Mr. Pedler was on tour for 63 days out of Calcutta in addition to 16 days occupied in attending the Conference held in Simla under the orders of the Government of India for the consideration of the scheme in connection with the establishment of a Research University by Mr Tata, of Bombay. The Lieutenant Governor is pleased to see that the Director was able to give so considerable an amount of time to seeing for himself on the spot the working of the institutions under him—a duty of the highest value for effective guidance and control

The time spent on inspection by the inspecting staff of the Province is shown and compared for the past two years in the following statement —

CLASS OF OFFICERS	1898 99		1899 1900	
	Number of officers	Average number of days on tour	Number of officers	Average number of days on tour
1	2	3	4	5
Inspectors	7	153	7	152
Inspector of European Schools	1	90	1	58
Inspectress of Girls' Schools ...	1	35	1	53
Assistant Inspectors	10	172	10	172
Deputy Inspectors . .	50	180	51	176
Sub-Inspectors	209	212	212*	214

* Including one officer whose work being confined to Calcutta has been left out of consideration in calculating the average in column 5

The Director has reviewed in detail the work done by the Inspecting officers of all classes, and reports that they have generally performed their inspection duties satisfactorily. There has been an improvement in the work of the Inspectress of Schools for Girls which was unfavourably commented on last year.

Mr. Pedler states that the Inspectors as a class have done their work well, but it is noticed that Mr. Bamford, the Inspector of European Schools, was on tour for only 45 days out of 349 days he was on duty. No explanation of this has been given, and His Honour must ask that a much larger amount of time be spent by the Inspector in visiting the schools under him

In a previous Resolution a desire was expressed by Government that those Assistant Inspectors of Schools who had very little office work to do should remain away from their head quarters for about 180 days, and that the tour of Assistant Inspectors of Schools for Muhammadan Education should not be permitted to fall below this limit. These directions were during the year under review practically complied with, except in the case of Maulvi Muhammad Ibrahim, Assistant Inspector of Muhammadan Schools, Rajshahi and Burdwan Divisions, for which no explanation has been given

Opinions differ as to the character of the work done by the Inspecting pandits, but on the whole their work cannot be considered a success In some districts they are reported to have done their work satisfactorily, while in others they are reported to be men of inferior qualifications The Conference of Educational officers which met in January 1900 recommended that these officers should be chosen from pupils who have passed at least the second-year examination of a first grade training school—a matter which is now awaiting a further report from the Director

8. *District Boards*—The Lieutenant-Governor is glad to learn that the District Boards have worked in harmony with the officers of the Education Department, and that the suggestions and recommendations of the Deputy Inspectors generally received due consideration From the Burdwan Division complaints are made of delay in the payment of school grants, salaries and scholarships, this should be looked to And it is to be hoped that the District Board of Puri will in future be more careful in their choice of examiners

In some districts Local Boards have been entrusted with the administration of the primary fund and the control of primary education, in others they have no educational functions at all. Some of the Local Boards are reported to have performed their duties fairly. The Lieutenant-Governor has no doubt that especially with judicious guidance the Local Boards may be made most useful auxiliaries in the promotion of primary education

9. *Municipal Boards*—In this Government's Circular No. 1, dated the 11th January 1893, Municipalities were directed to provide for the education of half the male school going population within their areas at the rate of ten annas per pupil. From the Director's report it appears that the wishes of Government were not given effect to in some cases, and that the distribution of the allotment, when made, was injudicious and unfavourable to the growth of primary education. It is hoped that Commissioners and District Officers, with whom the ratification of the estimates of Municipal Boards lies, will see that the obligation imposed upon Municipalities is fulfilled as far as possible

10. *University Education.*—There were 44 Arts Colleges working in Bengal during 1899-1900 as against 39 in the previous year Of these, 11 were maintained by Government, 1 was maintained by the Midnapore Municipality, 7 were in receipt of aid from Government, and 25 were unaided institutions The number of aided colleges increased by 2 and of unaided colleges by 3. The net increase of five colleges is explained by the abolition of one of the old colleges on the one hand and on the other by the opening of four new colleges and the resuscitation of two others after a period of suspended animation.

The number of students attending Arts Colleges increased from 7,204 to 7,868, that is, by 664, the increase occurring in both aided and unaided colleges. In the Government colleges the numbers were practically the same as in the previous year, the figures for which were considerably in excess of the average of the three preceding years. The attendance at the Hooghly College, which has been steadily declining during the last five years,

showed no further decrease The report called for on this subject in last year's Resolution is awaited. The increasing attendance at the Bethune College for girls affords grounds for congratulation, and the great success achieved by the pupils is commented on below

11. *Cost of College education.*—The total expenditure on collegiate education increased from Rs. 7,32,690 to Rs 7,43,542, that on Government colleges decreased by Rs 8,680, while the expenditure on the aided and the unaided colleges increased by Rs. 8,653 and Rs. 10,773, respectively.

The maintenance of the 11 Government colleges cost Rs. 3,71,401, of which Rs. 1,73,187 were contributed from Provincial Revenues, Rs. 1,85,397 from fees, and Rs. 12,817 from endowments The expenditure from Provincial Revenues decreased by Rs. 10,863, while that from fee receipts increased by Rs. 2,187

Without counting the Martinière College for girls, which has not furnished returns of expenditure, the grant from Provincial Revenues to the aided colleges amounted to Rs 23,400

Although during the last four years the charge on Provincial Revenues under this head has decreased by Rs. 99,036, yet even now nearly 47 per cent. of the total cost of educating each student in a Government college is borne by the State The decrease which has been effected is not wholly permanent, being due in part to the accidental absence of many of the higher paid Professors

12 *Success at University Examinations.*—The total number of candidates for the First Arts examination of 1900 was 3,037, or 241 more than in the preceding year. Of these, 1,142 passed, the percentage of success very slightly declining. The Government colleges passed 50 per cent of their pupils as against 48, and the aided and unaided colleges 37 and 33 per cent., respectively, as against 46 and 33 in the previous year. The Bethune College for girls deserves especial commendation, since all of the ten candidates sent up were successful The Lieutenant-Governor is pleased to see that the Calcutta Madrassa, which last year was the lowest, is now second in the percentage test, a success, however, which must in part be attributed to the training students received at the Presidency College. Amongst the aided colleges His Honour is gratified to see the newly-opened Dublin University Mission College at Hazaribagh passed 9 students out of 11 sent up.

For the B A examination there were 1,667 candidates, of whom 461 passed The literary proved, as usual, more popular than the science subjects, and 1,041 candidates presented themselves for examination in the former, 626 in the latter The percentage of success was approximately the same in both divisions, 27 and 28 per cent, respectively. Of 72 names on the Honours lists, 43 are of students belonging to Government colleges, 16 of students of aided colleges, and 13 of students of unaided colleges The last class of institutions judged by the results appear to limit their energies chiefly to securing pass degrees The Presidency College passed five out of the six candidates who obtained a place in the first division in Honours There has been some slight improvement in the Hooghly College, but in the large college of Dacca the results continue very disappointing It would appear that the staff at this college needs strengthening

The number of candidates for the M.A. examination rose from 162 to 206, and the number of passes from 63 to 92, the percentage of success being 44·6 as against 38·9 in the preceding year. There were 111 candidates for the examination in English, 21 for Philosophy, 23 for Mathematics, 32 for Scientific subjects, 11 for Sanskrit, 2 for Persian, and 6 for History Of the 58 who passed from Government colleges, 50 came from the Presidency. At present the majority of the candidates successful at these examinations come almost entirely from Government and the Missionary colleges

13. *Research Scholarships.*—During the year under review three post-graduate scholarships of Rs. 100 each, tenable for a maximum period of three years, were founded by Government with a view to encourage the prosecution of original research by graduates of the Calcutta University. The conditions on which these scholarships can be held are that candidates for them must have passed the M.A examination, or must have obtained some equivalent degree in Medicine, Law or Engineering within three years previous

to the date of application. Ordinarily, two of the scholarships will be granted to graduates who take up scientific research, while the third will be awarded to a candidate who engages in original investigation in literary subjects, including Philology, History, Philosophy, Political Economy, &c The scholarships for the year 1900 have been granted to three graduates, of whom one has taken up Mathematical Physics, another is engaged in Physico-Chemical research, and a third is engaged in investigations regarding the Literature, Science, &c, of the ancient Arabs.

14. *Secondary Education* —The main statistics relating to secondary schools for the last five years are contained in the subjoined statement

Year		Number of schools	Number of pupils.	Expenditure from— Public funds	Private funds.	Total
				Rs	Rs	Rs
1895-96	..	2,422	207,542	6,07,983	22,61,106	28,69,089
1896-97	..	2,451	215,131	6,01,526	22,95,876	28,97,402
1897-98	.	2,453	220,159	5,99,672	23,46,117	29,45,789
1898-99	...	2,471	224,538	5,68,462	23,60,828	29,29,290
1899-1900	...	2,441	230,433	5,66,897	21,63,694	30,30,591

The steady progress in the number of secondary schools has not been continued during the year under report, there having been a decrease of 30. This has not affected the number of pupils which, when compared with the figures for last year, shows an increase of 11 per cent. High English schools advanced both in number and strength The growth and extension of middle schools (both English and Vernacular) alone were arrested The Director remarks that schools of this class are losing in popularity, and their outlook is not bright It is the anxiety of ambitious youths to obtain a smattering of English as an avenue to employment that leads them to neglect these schools, but it must be remembered that "the existence of these schools "also serves the useful purpose of the promotion of education in the masses, for "the pupils receive a much sounder education in these schools than they could "in an average *pathsala* Those, again, in the middle stage who proceed to the "high English schools are able to prosecute the study of English under much "better conditions" The Lieutenant Governor entirely agrees with the views of the Director as to the need of a sound vernacular training preliminary to English education The orders which have recently been issued by Government, remodelling the system of vernacular education in this Province, will place matters, he trusts, on a more satisfactory footing

It will be seen that during the last five years the expenditure from public funds has gradually been reduced and the contribution from private funds has increased by Rs 2,02,588 The policy of allowing private enterprise to exploit this class of schools, so far as this can be done without impairing their efficiency, has been kept in view. Much improvement remains to be effected in the standard of attendance of the students which is very low as compared with similar schools in England.

15. *High Schools* —These schools increased from 419 with 93,680 pupils to 462 with 105,904 pupils The number of schools managed by Government and Municipal Boards remained stationary, while the aided schools advanced by 23 and the unaided schools by 20. There has been a satisfactory increase in the strength of all these schools

At the University Entrance examination 5,089 candidates attended as against 4,798 in the preceding year, of whom 3,155 passed as against 2,922, the percentage of success having risen from 60 9 to 61 9

16. *Drawing.*—The percentage of the number of pupils examined in drawing at the Entrance examination increased by 3 9, but the percentage of successful pupils dropped by 28 1, due presumably to the test having been severer than in the previous year At present, however, in many schools lack of money prevents the employment of a separate master for drawing. This defect is being gradually lessened as it is now the practice to insist upon provision being made for a separate drawing master in aided schools, when the question of a new grant or the renewal of an existing grant is under consideration

17. *Middle Schools* —Middle English schools decreased by 24, or by 2 5 per cent, and the number of pupils in them by 3,216, or by 4 6 per cent. The

schools managed by Government remained stationary, while those managed by District or Municipal Boards increased by 6. The aided and unaided middle English schools decreased by 10 and 20, respectively. The attendance diminished in all classes of schools except in those managed by Municipal or District Boards

Middle vernacular schools decreased by 49, or by 4 per cent., and the attendance in them by 3,163, or by 5 per cent. In the preceding year the attendance had decreased by 8 per cent.

18 *Middle Scholarship Examination*—The following table exhibits in a condensed form the results of the Middle Scholarship examination from the two classes of schools (middle English and middle vernacular) for the last two years —

1898-99.

	Number of candidates	Passed at the— Middle English examination	Middle Vernacular examination	Total.
Middle English schools ...	3,685	1,414	1,215	2,629
" vernacular schools .	3,487	179	2,268	2,447
Total ...	7,172	1,593	3,483	5,076
1899-1900				
Middle English schools	2,992	987	925	1,912
" vernacular schools	2,913	100	1,667	1,767
Total	5,905	1,087	2,592	3,679

This great falling off can be assigned only to the unpopularity which at present attends middle school education

19. *Bifurcation of Studies in High Schools*—In accordance with the recommendation of the Education Commission, a scheme was sanctioned during the year for the bifurcation of studies in high schools Under this scheme a student, after passing the annual examination of the third class, will have the option of continuing his studies for the University Entrance examination or of taking up a practical course more adapted to commercial than literary pursuits This practical course, or "modern side" as it may be termed, is divided into two classes one for the instruction of boys who elect to take up Engineering or similar subjects, the other to train those who elect to follow an industrial career. The "modern side" students will be subjected to an examination after two years' training. The successful candidates in the Engineering branch will be allowed to continue their studies in the Sibpur Civil Engineering College, while those in the industrial subjects will be granted pass certificates equivalent to the Entrance examination certificates The latter will also be eligible for a higher course of instruction, which would last two years, the final examination at the end of this period being held equivalent to the University F.A. examination

20. *Discipline and moral training.*—Breaches against discipline and morality appear to have been few, and the offenders in each case were adequately punished. A teacher no doubt can do much to elevate the moral tone of his school, but it is at home that a boy's moral character is formed, and the schoolmaster cannot succeed without the assistance of parental influence. Misconduct on the part of teachers, Mr Pedler says, was "confined chiefly to the primary schools, the teachers of which are generally ill-paid and ill-educated, and in whose case the temptation to earn a few additional rupees by unfair means, or by presenting false musters at the reward examinations, is too strong to be resisted."

21. *Transfer rules.*—The transfer rules appear on the whole to have worked smoothly in all classes of secondary schools and to have been conducive to the maintenance of discipline. In the case of primary schools, Sub-Inspectors should carefully explain to the gurus the aim and object of the rules, which at present the latter break chiefly on account of ignorance.

22. *Boarding-houses.*—The number of boarding-houses for Indian pupils of educational institutions rose from 222 with 6,158 inmates in 1898-99 to 239 with 7,004 inmates in 1899-1900. The steady increase in the number of these

institutions, which are most necessary for the improvement of the tone and discipline of schools, is very satisfactory. The total expenditure on these institutions was Rs. 2,37,041 in 1899-1900 as compared with Rs 2,41,456 in 1898-99, of which Rs. 16,292 was contributed by Government. Why with so great an increase in the number of residents the total expenditure decreased so largely is not explained. Partly, but not wholly, it may no doubt be due to the economy resulting from dealing with larger numbers

23. *Physical exercises*—The importance of physical training received attention; but, with the exception of the high schools, there seems to be no systematised form of physical exercise In the year under review, it was decided to make drill a compulsory subject for all students in zila and collegiate schools, it being left to the school authorities to exempt such students from this form of exercise as were physically unfit, and a drill-book was issued Of European games, football and cricket are the favourites Indigenous games, like *kapati* or *hadoodoo*, are also played in schools in which the boys cannot afford to purchase costly apparatus The Lieutenant-Governor is glad to find from the Director's report that several of the District and Subdivisional Officers took an interest in stimulating physical education among the boys by organising for them annual athletic sports.

He has however, seen with much regret the long list of High English schools in which so far drill has not been introduced, and he directs that, with regard to such of them as are in receipt of Government aid, this assistance shall be discontinued unless drill is made a compulsory subject as in zilla schools.

24. *Primary education.*—The number of primary schools and their pupils during the past five years is shown in the following statement —

Year.	Upper Primary		Lower Primary	
	Schools	Pupils	Schools.	Pupils
1895-96	3,944	153,070	47,051	1,087,356
1896-97	4,029	162,102	45,612	1,081 432
1897-98	4,107	16[illegible],057	43,482	1,036,635
1898-99	4,232	173,8[illegible]5	44,080	1,061,477
1899-1900	4,300	176,9[illegible]3	43,807	1,067,837

It is satisfactory to note that the number of upper primary schools and the number of pupils attending them are steadily advancing, and also that though the number of lower primary schools slightly decreased during the year in comparison with that of the previous year, the attendance in them has been increasing during the last two years

25. *Cost of primary education*—The expenditure incurred from the primary allotment by the Department and by the District Boards on account of schools for Indian boys and girls and of the subsidiary agency is compared for the last two years in the following statement —

	From Provincial Revenues		From District Funds		Total	
	1898 99	1899-1900	1898 99	1899 1900	1898 99	1899 1900
1	2	3	4	5	6	7
	Rs	Rs	Rs	Rs	Rs	Rs
To stipendiary schools	1 18 950	1 22 619	1 64 101	1 61 719	2 3[illegible]	2,84 338
„ non-stipendiary schools	23 093	19,[illegible]	3 [illegible] 617	2 [illegible] 983	3 4[illegible] 30	3,04,529
„ payments to primary schools under the District Boards or Department or such as are not included in the above	1 317	4 519	3 010	7 [illegible]07	4 337	12 026
„ rewards to teachers of primary schools for passing pupils at scholarship examinations	9 310	12,33[illegible]	51 [illegible]	96 511	60,751	1 08 84[illegible]
„ charges for abolished schools	3 592	2 400	12 098	10 935	15 690	13 335
„ buildings and furniture	6 736	5 716	2 055	1 563	8,791	7,279
„ subordinate inspecting agency	13 640	15 17[illegible]	9[illegible] 887	87 916	1 01 527	1,03 090
„ lower primary scholarships created from the primary grant	2 453	3 [illegible]	24,448	24,802	26 8[illegible]	28,059
„ miscellaneous	14,626	13,2[illegible]	52 153	45 441	66,779	58,732
Total payments	1 92,716	1,98 836	[illegible] 14 8[illegible]	7 21 437	9 07 542	9,20 273
Add 50 per cent. of the actual charges on account of Sub Inspectors.	20 706	21,7[illegible]	1,42 505	1 05 890	1 63 211	1,77,675
Grand Total	2,13 422	2,20,612	[illegible] 5[illegible] 331	8 77 336	10,70,753	10,97,948
Total allotment, excluding the allotment for Sub-Inspectors.*	1,98 526	2,03,260	7 55 203	7,47 886*	9 53,7[illegible]9	9,51,146
Actual savings	5 810	4,424	40,427	26 449	46,237	30 873

* Allotment for Sub-Inspectors was Rs 2,04,203.

In comparison with the previous year the expenditure on primary schools both from Provincial Revenues and District Funds increased; but the figures in the table do not include all the charges from Provincial Revenues on primary education, since it excludes those paid for primary schools from the grant-in aid and circle funds

It is seen also that while the departmental budget grant for primary schools increased, that from District Funds decreased, the reason for which is not discussed by the Director A large portion even of this reduced allotment remained unexpended during the year, and in this respect the District Boards of Shahabad and Mymensingh were the worst offenders On this point the Director remarks—

That nearly Rs 50,000 available had not been spent on primary education by the District Boards concerned would be a very serious matter, and would be almost sufficient to prove a want of proper supervision on the part of such bodies If large sums are due to uncashed cheques as explained, then the charge of want of interest in the work of primary education could not be maintained At all events any savings in the amount for primary education in one year should be made available for the extension of education in the following year In order to test whether this procedure is followed, a full enquiry will be instituted as to whether the savings were re-allotted for the purposes of education or allowed to merge in the General District Fund

The result of this enquiry should be noticed in next year's report. Very probably much of this nominal saving is due to uncashed cheques, despite the fact that stringent orders were issued on the subject last year

26 *Comparison of cost of Upper and Lower Primary Schools*—It appears from paragraph 12, Section IV, of the Director's report that the cost of each upper primary school increased, while that for each lower primary school decreased. The cost per pupil per annum, in annas, increased in upper primary schools from 19 8 to 20 7, and in lower primary schools decreased from 10 2 to 10 1

Great diversity appears to prevail in the various districts in respect of the administration of the funds for primary education. The Lieutenant-Governor recognises that different localities require different treatment, and that no fixed uniform standard can be laid down, but he trusts that the local authorities will carefully consider, in consultation with the Circle Inspectors, the conditions and requirements of their respective districts or municipalities

27 *Primary Scholarship Examination.*—The results of the Upper Primary Scholarship examination for the last five years are shown in the table below.—

Year	Competing schools	Successful schools	Candidates examined	Successful candidates	Percentage of successful schools	Percentage of successful candidates
1	2	3	4	5	6	7
1895 96	2,637	1,942	6,162	3,466	73 0	56 2
1896 97	2,632	2 037	6 518	3 824	75 9	58 6
1897 98 ..	2 647	2 116	6 118	4,061	79 9	66 2
1898 99	2,969	2,280	7,367	4,386	76 8	59 6
1899 1900 ..	2,959	2 343	7,206	4,637	79 1	64 3

The Director remarks that—

Compared with the preceding year, however, the result of the year under review is an appreciable advance, and perhaps the percentage of success is settling down to a normal standard

It is to be noted that the figures in the table above do not represent the total number of passes at the Upper Primary Scholarship examination, for they exclude 2,175 boys that passed during the year under review from middle and special schools.

In the Lower Primary Scholarship examinations so far as lower primary schools are concerned, there was an increase both in the number of competing and successful schools. The number of examinees increased by 4 6 and that of the passed candidates by 1 6 per cent. There were, besides, 40,846 candidates that passed the Lower Primary Scholarship examination from schools other than lower primary ones Any approach to uniformity in the results is wanting, probably because the answer papers are valued by local examiners.

28 *Night Schools* —There was a decrease in the number of these schools in comparison with the previous year Some inspecting officers are also reported to have "grave doubts about the *bona fides*" of these schools The Director, moreover, writes—

Abuses and malpractices there are no doubt But a careful watch over those schools may reduce the evils to a minimum in the same way as the evils in regard to the season pathsalas have been almost eradicated Considering the little leisure that the children of the masses have to attend schools, the night schools afford a good means of supplementing their imperfect education, and such schools should be encouraged, and should do good, if they are carefully worked out and malpractices are cautiously guarded against

The Lieutenant Governor concurs with the views of the Director, and desires that the matter may be discussed more fully in the next year's report Meanwhile the inspecting staff should give their careful attention to this class of school

29. *School Post Offices* —The number of school post offices was 781 as in the previous year They are reported to have worked well in almost all the Divisions.

30 *Training Schools* —During the year under review there were, as in the previous year, 29 training schools—19 for masters and 10 for mistresses The latter were all aided Of the former, 11 (8 first grade and 3 of lower grades) were maintained by Government, and 8 were aided The attendance at the schools for masters increased from 808 to 81[illegible], at the schools for mistresses it rose from 456 to 669 The expenditure from Provincial Revenues on all training schools amounted to Rs 1,01 917 as against Rs. 95,199 in the previous year The 8 Government first grade schools teach general subjects up to a high standard through the medium of the vernaculars, and in addition instruct students in the theory and practice of teaching, practising schools being attached to the training schools for the exercise of the students The course of training extends over a period of three years, and the final certificates granted by the Education Department on the results of the Vernacular Mastership examination constitute passports to the employment of the recipients as senior vernacular masters in middle schools Of the aided schools for masters, only the one at Krishnagar conforms to the departmental standards and sends up candidates for the Vernacular Mastership examination. Similarly, but few of the aided schools for mistresses send up candidates for the departmental senior and junior and Female Teachership Certificate examinations The necessity of continuing aid to those schools which do not conform to the standard should be discussed by the Director when later on he reports with regard to Training Schools generally. There were 115 candidates for the last Vernacular Mastership examination of the first grade, of whom 79 passed, as against 7[illegible] out of 96 at the previous year's examination That the Education Department suffers for want of properly qualified teachers is known, but the opening of the Training College at Kurseong will gradually remove this defect and facilitate the introduction of the reforms which the Director so much desires

31. *English Teachership classes* —The Lieutenant-Governor has read with interest the Director's remarks on the subject of the English Teachership classes attached to the training schools at Calcutta, Patna, Dacca and Cuttack The failure of the scheme is, in the Director's opinion, due in great measure to the classes being attached to vernacular training schools It appears that the abler of the College students do not relish the idea of completing their education at the vernacular training schools, that the practising schools attached to those schools being necessarily worked on a vernacular basis do not afford sufficient scope for the training of teachers who will teach in English secondary schools, and that the practice of holding a common theoretical examination for all classes of candidates tends to make the examination

too difficult for candidates of inferior general attainments. At the last examination only seven candidates passed out of 30, and the total number of passes at the four examinations, which have been held since the inauguration of the scheme, comes up to only 26—a small success entirely out of proportion to the expenditure incurred The Lieutenant Governor acquiesces in the Director's desire to await the results of another year before deciding on the reforms needed in this branch of the department

32 *Law classes*—There are no institutions in Bengal exclusively, devoted to the teaching of Law Law classes are attached to some of the first grade Arts Colleges which are attended by students who desire to go up for the B L. or the Pleadership examination During the year under review the number of institutions teaching Law was, as in the previous year, 17 The number of students attending Law classes fell off from 1,?05 to 1,260, or by 145. The decrease occurred in unaided colleges, at which, however, nearly four-fifths of the students are trained, the Ripon College having nearly one-third of the total number

The number of students reading for the B L examination increased by 37, while the number of those preparing for the Pleadership examination decreased by 82 In 1899-1900, 451 candidates appeared at the B L. examination, of whom 102 only passed, as compared with 206 out of 450 candidates in the preceding year This remarkable variation the Director does not explain. It seems that the standard of the examination has been largely enhanced.

33. *Medical Institutions*—The returns show that these decreased from 11 to 9, and the number of students from 1,709 to 1,582 The Calcutta Medical College is the only institution affiliated in Medicine to the Calcutta University. The total strength of the College on the 31st March 1900 was 502 as against 477 on the same date of the previous year The expenditure on the College during the year amounted to Rs 1,84,325, of which Rs 1,49,056 was paid from Provincial Revenues, and Rs 35,269 was realised from fee-receipts The students of the Medical College are required to undergo three University examinations during their five-years' study, viz, the Preliminary Scientific examination at the end of the second year, the first L M S. or the first M B examination at the end of the third year, and the second L M S or second M B examination at the end of the fifth year During the year under review two candidates passed the second M B and 35 the second L M S examination as against 3 and 51, respectively, during the previous year As was the case last year, no candidate appeared for examination for Honours in Medicine or for that of Doctor in Medicine. The Lieutenant-Governor regrets to see the small number of passes, and is surprised to learn that out of the 52 students who obtained scholarships on the results of the last F.A examination, only one made his scholarship tenable at the Medical College The control of medical education is now in the hands of the Inspector-General of Civil Hospitals, who will be consulted as to the cause of the apparent unpopularity of medical studies

Besides the Medical College, Government maintains four vernacular medical schools, viz, the Campbell Medical School at Calcutta, the Temple Medical School at Patna, the Dacca and the Cuttack Medical Schools The number of pupils on the rolls of the several schools on the 31st March 1900 was as follows —

At the Calcutta school	...	212
„ Dacca „	.	176
„ Patna „	.	151
„ Cuttack „	...	98

The total expenditure from Provincial Revenues on the four schools amounted to Rs 90,976, while that from fee receipts came to Rs 18,892 In all 81 students passed the final examination of the vernacular medical schools —22 (including three females) from the Campbell School, 23 from the Patna School, 19 from the Dacca School, and 17 from the Cuttack School

Besides the four Government medical schools already noticed, there were four unaided medical schools, including a homœopathic school and an "electric medical school" The total number of pupils attending these schools was 443.

34. *Sibpur Engineering College*.—The strength of the College on the 31st March 1900 was 105 for the Engineer Department, 156 for the Apprentice Department and 6 in the Artisan class, or a total of 267 against 294 last year. The Engineering Department consisted of 98 Hindus, 5 Europeans and Eurasians, and 2 Muhammadans. The Apprentice Department consisted of 132 Hindus, 20 Europeans and Eurasians, and 4 Muhammadans. Out of 28 candidates for the B E and L E examinations, which are really one examination, no less than 14 candidates passed as against 1 out of 20 at the previous year's examination. For the F E examination there were 44 candidates, of whom 30 passed. On the results of the examinations in the Apprentice Department, 28 Overseers' certificates and 31 Sub-Overseers' certificates were issued as against 5 Overseers' certificates and 17 Sub-Overseers' certificates in the year 1898-99. The six technical schools affiliated to the College sent up 64 candidates for its second year examination in the Apprentice Department, of whom 23 passed. The failures occurred mainly in practical work. In the newly opened Agricultural Department, 9 passed out of the 11 students in the upper class, and both students of the lower class passed. The passed students are undergoing a course of practical training under the Director of Land Records and Agriculture. The final examination of those who joined the Agricultural Department in 1898 was held in July 1900. The Artisan class of the College showed a little more vitality than in the preceding year, there being six students as against one. The teaching in this class is through the medium of the vernacular. Two students during the year took mining scholarships, but no student underwent a course of electrical engineering.

The Director should consider and report whether in the interests of the B A students the present rules as regards their admission should not be modified so as to ensure their having a proper practical training.

The Lieutenant-Governor has heard with much satisfaction that all the passed Engineering students of 1899 have secured appointments.

35. *The Bihar School of Engineering*.—The course of instruction followed in this school is the same as in the Apprentice Department of the Civil Engineering College at Sibpur, and in this year was extended to the overseer standard. On the 31st March 1900 there were 90 students on the rolls of the school, of whom 58 were Biharis and 32 Bengalis, 23 of the latter being domiciled in Bihar. Sixty-three of the students were taught in English and 27 through the medium of the vernacular. On the results of the examination held in January and February 1900, 31 sub-overseers' certificates were awarded. A European foreman mechanic was appointed to the workshop during the year, and he is reported to be working with excellent results. At the examination of the *amin* class held in April 1899, 23 out of 34 candidates passed, and were awarded First Survey Standard certificates. The total fee-receipts amounted to Rs 1,458. The total expenditure from Provincial Revenues came up to Rs 17,683. An amount of R 1,018-7-0, being the sale-proceeds of articles manufactured in the workshop, was paid into the treasury.

36. *Reformatory Schools*.—The two reformatory schools at Alipore and Hazaribagh were transferred from the control of the Jail to that of the Education Department, with effect from the 1st January 1900. On the 31st December 1899 there were 179 boys at Alipore and 237 at Hazaribagh. At both places the boys are taught how to read and write either Bengali or Hindi, besides Arithmetic. Five of the Alipore boys appeared at the Lower Primary Scholarship examination, and two of them passed in the first division. The trades taught to the boys were carpentry, bookbinding, cane-work, gardening, blacksmithy, tin-work and printing at the Alipore School, and cloth-weaving, tailoring, carpentry, blacksmithy and gardening at the Hazaribagh School. Drill and gymnastics were attended by boys of both schools. Marks for good conduct were earned by 88 per cent of the Alipore boys and 97 per cent. of those at Hazaribagh.

37. *Survey Schools*.—On the 31st March 1900 the Dacca School had 39 students in the Sub Overseers' Department and 84 students in the Survey Department as against 46 and 98 students on the same date in the previous year. The Cuttack School had a total attendance of 89 as against 88. Both schools now teach the same course. The Dacca School passed 9 out of 11

candidates for the Sub-Overseers' examination and 28 out of 38 candidates for the Survey Final examination. The expenditure from Provincial Revenues on the Dacca School was Rs 10,122 as against Rs. 10,284, and on the Cuttack School Rs 2,943 as against Rs 2,793 in the preceding year The Patna School has been amalgamated with the Bihar School of Engineering

38 *Government School of Art* —The number of students on the rolls on the 31st March last was 272 as against 265 in 1898-99 The number of students on the practical or industrial side was 255 as against 249, and on the Fine Art side was 17 as against 16 in the preceding year The average percentage of success at the examination for the industrial division was about 76, and for the Fine Art division it was about 71, the corresponding figures for last year being 69 and 52 During the year under review 26 students of the school obtained appointments as drawing-masters and draughtsmen, as lithographers and painters, on salaries ranging from Rs. 20 to Rs 50. The Lieutenant-Governor is glad to learn that the lithographs executed by advanced students of the School of Art will be utilised for training schools As regards the manner in which the School of Art can co-operate with the Public Works Department as suggested by the Principal, the Lieutenant-Governor awaits such suggestions as the Director may consider necessary to make after consulting the Secretary to Government in the Public Works Department

His Honour desires that in future reports with regard to technical schools the Director would briefly state, concerning each, the defects it suffers from and the measures taken to remedy them.

39 *Female education* —The main statistics of female education, *i.e.*, the attendance and the expenditure in the schools for native girls, are shown in the following table —

Class of Schools	Number of schools	Number on the rolls on the 31st of March	Average monthly roll number	Average daily attendance	Expenditure — From public funds: Provincial revenues	District funds	Municipal funds	From private funds: Fees	Other sources	Total
1	2	3	4	5	6	7	8	9	10	11
					Rs	Rs	Rs	Rs	Rs	Rs
Managed by Government	4	34[illegible]	314	283	2[illegible],943			3,531	425	26,780
Ditto by District or Municipal Boards	1	57	[illegible]	30			201	27		228
Aided by Government or by District or Municipal Boards	[illegible]	50,84[illegible]	4[illegible]	3[illegible]	6[illegible]	3[illegible],828	9,17[illegible]	29,714	1,26,4[illegible]0	2,68,514
Unaided	[illegible]	7,088	[illegible]	5,10[illegible]				739	10,081	10,820
Total for 1899-1900	2,71[illegible]	58,[illegible]1	64,371	40,830	88,4[illegible]	3[illegible]	9,378	4,011	1,36,876	3,08,651
					1,3[illegible]			1,[illegible]0,967		
Total for 1898-99	2,732	[illegible],617	53,[illegible]63	39,778	86,71[illegible]	35,886	9,091	33,880	1,76,179	3,30,742
					1,2[illegible]			2,10,[illegible]		
Total for 1897-98	2,81[illegible]	[illegible]8,807	[illegible]5,138	41,9[illegible]	1,[illegible]0,8[illegible]			2,11,386		3,42,260
Total for 1896-97	[illegible]	[illegible]	6[illegible],418	4[illegible]	1,43,5[illegible]7			2,11,911		3,55,408
Total for 1895-96	[illegible]	[illegible]71	[illegible]1,444	46,450	1,43,940			2,31,462		3,75,402

There was again a falling off in the number of girls' schools, but the number of pupils attending them slightly increased from 57,617 in 1898-99 to 58,331 during the year under review, but during the last four years the loss in the number of pupils is about 7,000 This is discouraging, but rapid progress in this direction cannot be expected, more especially as the Government is unable to increase the inducements now put forward to further female education Besides the pupils shown in the above table, there were also 38,988 girls in boys' schools as against 38,083 in the previous year The net result of the year is a loss of 13 schools and a gain of 1,619 pupils, including the girls in boys' schools The number of girls' schools and their attendance decreased in the Burdwan and Presidency Divisions, while that of schools and of pupils increased in the divisions of Chittagong and Chota Nagpur and Orissa Tributary Mahals. The town of Calcutta and the Bhagalpur Division lost in schools, but

gained in pupils. Much improvement remains to be effected as regards attendance.

There was an increase of Rs. 5,974 in expenditure from public funds, but the receipts from local sources decreased by Rs 39,065, the net decrease in the expenditure during the year under review as compared with that of 1898-99 being Rs. 33,091

The only two girls' schools maintained by Government are the Bethune Collegiate School in Calcutta and the Eden Female School in Dacca. Mention has already been made of the good work done by the Bethune School From the Eden Female School three girls appeared at the last Entrance examination, all of whom passed. The total number of girls who passed the modified Middle English, Middle Vernacular, Upper Primary and Lower Primary examinations for boys in the year under review was 2, 16, 57, and 915 as against 3, 22, 108, and 827 in the previous year, respectively At the higher examinations—Middle and Upper Primary—the number of passes was much smaller, though the passes by the Lower Primary standard increased by 88, or 10 per cent. On this subject Mr Pedler remarks —

> This indicates to how low a standard female education in Bengal usually only rises, and it would appear that the time has apparently not yet come in Bengal when we may expect to see any increase in the number of native girls passing at the examinations above the Upper Primary standard, and we must rest satisfied at present with the small number of girls passing either the Upper or Lower Primary examination, until the people generally (specially of the middle class) renounce their prejudice against the attendance of their daughters in school after they reach the age of about 11 or 12 years, or until, perhaps, a still deeper social change is brought about, namely, that of a distinct increase in the age at which girls are married in Bengal, for, as is well known, female children frequently begin their studies for the higher examinations, say for the Middle or Upper Primary standard, but before they are able to complete the course, they are removed from school to be married, and practically at once cease to attend school

Out of 4,513 pupils examined by Mrs Wheeler, the Inspectress of Girls' Schools, in and out of Calcutta during her visits to schools *in situ*, 3,594 passed The examinations in the Calcutta standards for girls' schools, which have been adopted by girls' schools in some mufassal districts, were held also at convenient centres in the districts of the 24-Parganas, Nadia, Midnapore, Murshidabad, Burdwan, Hooghly, Dacca, and Backergunge In the year under review the number of candidates at these examinations rose from 715 to 736 The number of passes also increased from 457 to 478 At the Female Teachership examination, which was held simultaneously with these examinations in girls' standards, 7 passed by the senior and 11 by the junior standard as against 8 and 6, respectively, of the previous year

40 *Education of Europeans* —The following table shows the number of Government, aided and unaided schools in Bengal for Europeans and the number of pupils attending them for the last two years —

Class		31st March 1899				31st March 1900			
		Number of schools	Number of scholars			Number of schools	Number of scholars		
			Boys	Girls	Total		Boys	Girls	Total
1		2	3	4		6	7	8	9
Secondary schools.	Government	2	1[illegible]	[illegible]	[illegible]	3	1[illegible]8	76	214
	Aided	31	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	2,696	[illegible]
	Unaided	[illegible]	1,30[illegible]	[illegible]	[illegible]	[illegible]	1,[illegible]1	449	1,[illegible]
	Total	51	[illegible]	[illegible]	[illegible]	[illegible]	4,[illegible]	[illegible]	7,[illegible]
Primary schools.	Aided	18	42	[illegible]	[illegible]	18	[illegible]	411	800
	Unaided	3	30	1	[illegible]	2	23	6	29
	Total	21	45	[illegible]	[illegible]	20	[illegible]	[illegible]	[illegible]
Government schools		2	16	[illegible]	[illegible]	2	138	76	214
Aided schools		58	2,9[illegible]2	3,01[illegible]	[illegible]	60	3,1[illegible]	3,107	6,289
Unaided schools		15	1,3[illegible]	[illegible]	1,[illegible]	14	1,410	[illegible]	1,[illegible]5
Grand Total of all schools		75	4,444	3,191	[illegible]	76	4,700	[illegible]	8,398

The total number of Government school remained unchanged, while the aided schools increased in number by 2, and unaided schools decreased by 1

The Government schools at Kurseong show a decrease of 17 pupils, while the aided and unaided schools show an increase of 319 and 157 pupils, respectively, the total increase being 463 as against a decrease of 285 in the preceding year. The total cost of European education was Rs. 14,37,929 as against Rs. 14,85,737 in 1898-99, of which Government contributed Rs. 2,33,075, as compared with Rs 2,22,767 in the previous year The number of candidates from European schools who appeared for the University Entrance examination was 32, of whom 16 were successful, the corresponding figures for last year being 26 and 10 Most of these candidates were sent up by unaided schools, which admit a large number of non-European pupils The Lieutenant-Governor observes that no candidates appeared at the High School Honours examination, except one girl, who was unsuccessful During the year satisfactory progress has been made in the Kindergarten Department of the Welland Memorial School, and new classes were also opened in the Pratt Memorial and the Calcutta Free Schools. The Lieutenant-Governor notices with pleasure that a beginning has at last been made to promote technical education for girls A domestic science and cookery class was opened in the Dow Hill Girls' School, Kurseong, and at St Helen's School, Kurseong, instruction is given in general house-management, gardening, sick-nursing, and needle-work in various branches The proposals, commented on in last year's resolution, to provide separate ranges for rifle practice and better rifles to the Cadet volunteer corps, are still pending a decision on the main question of the general re-armament of volunteers

41. *Muhammadan Education*—The number of Muhammadan pupils was 463 343, or 2 4 per cent more than last year, the increase being confined almost wholly to public institutions

The number of Muhammadan candidates successful in the University examinations increased by 1,267. The number of passes in the M A, B A, F.A, and Entrance examinations was 337 in the year under review as compared with 296 in the previous year. In the number of successful candidates in the Middle Scholarship examination, there was a decrease of 221, and in the Lower Primary Scholarship examination an increase of 1,443 It is gratifying that 10 Muhammadan girls in the Chittagong Division and three in the Chota Nagpur Division passed the Lower Primary Scholarship examination The Lieutenant-Governor shares the Director's hope that this success is indicative of further advancement in Muhammadan education in those localities, and trusts that the slight improvement noticed in this year's report may be the precursor of real advance in the near future.

42 *Education of aborigines*—The total number of aboriginal pupils was 3[illegible],60[illegible], showing an increase of 1,339 pupils over the figures of last year, which is shared by all classes of schools, both public and private. The largest increase of pupils took place in the Chota Nagpur Division, where the efforts of the several Christian agencies at work have contributed greatly to the spread of education amongst the aboriginal classes

The total number of passes in all the examinations increased from 570 to 834, but these were chiefly confined to the Lower Primary Scholarship examination

43. *Private Institutions*—There are a large number of private institutions which do not conform to the prescribed standards of instruction, but follow merely the old indigenous system of teaching. These are the elementary schools for reading and writing, Sanskrit *tols* and *maktabs* for teaching the Koran or Arabic and Persian The number of these schools and that of the pupils attending them during the last two years are shown below —

	1898 99	1899 1900
Schools .	11,078	10,762
Pupils	122,542	121,577

The above figures show a net loss of 316 schools and 965 pupils.

44. *Sanskrit Tols.*—The number of candidates for the first and second Sanskrit examinations rose from 2,587 to 2,771, and the percentage of passes from 21 to 33. The number of candidates for the title examinations rose from 119 to 147 In all 53 candidates passed, 33 in Sanskrit literature

alone. There has been an increase in examinees since 1897, testifying to a revival of interest in Sanskrit literature.

As Sanskrit *tols* form a distinctive class of special schools, the Lieutenant-Governor approves of the Director of Public Instruction's suggestion to class the *tols* together in future reports and to separate from them altogether the miscellaneous institutions generically brought together under the head of "other schools."

45. *Central Text-Book Committee.*—Sir John Woodburn has noticed with pleasure the Director's appreciative remarks on the excellent work done for many years by Mr. Justice Gurudas Banerji in his capacity as President of the Central Text-Book Committee, the constitution of which has recently been modified.

46. *Conclusion.*—The Lieutenant-Governor thanks Mr. Pedler for his able administration of this important department during the past year and for his clear and interesting report. During the year under review, the Conference of Educational Officers, the question of remodelling the system of vernacular education, and other measures of equal importance claimed a large share of the Director's attention, and Sir John Woodburn takes this opportunity of placing on record his obligation to Mr. Pedler for the circumspect and thorough manner in which he dealt with each of the questions that came under his consideration.

The Lieutenant-Governor's thanks are also due to the Principals, Professors, Inspectors, Assistant Inspectors, the Personal Assistant to the Director and other officers who have been specially mentioned.

By order of the Lieutenant-Governor of Bengal,

F. A. SLACKE,

Secretary to the Govt. of Bengal.

QUESTIONS DRAWN UP BY THE FAMINE COMMISSION OF 1900-1901.

No. 162.—The 8th January 1901.—The following questions drawn up by the Famine Commission appointed by the Government of India in the Revenue and Agricultural Department Resolution No 11—294-3, dated the 20th December 1900, are published for general information.

F. A. SLACKE,
Secy to the Govt of Bengal

QUESTIONS

INTRODUCTORY

1 What was the outlook in your district when the rains of 1899 commenced? What had been the character of the harvests in the two preceding years?

2 Were the *kharif* sowings up to normal? If not, what percentage of the normal cultivated area was sown? Please state briefly how the normal cultivated area was arrived at

3 (*a*) What is the average rainfall of your district during the rainy season? (*b*) What was the actual rainfall in the rainy season of 1899 and what percentage of the average did it represent? (*c*) When did the rains cease? and (*d*) What was the distribution of the rainfall from June to September (both inclusive) compared with the average?

4 What percentage of a normal harvest on a normal cultivated area did the actual *kharif* harvest of 1899 represent?

5 What percentage of the total population of your district depends exclusively on agriculture—

(*a*) as petty cultivators?
(*b*) as labourers?

PRELIMINARY ACTION

6 Was the necessity of relief assumed from the fact of crop failure or was proof of necessity required by compliance with tests?

7 What were the observed facts which led you to think that the machinery of relief should be set in motion?

8 What particular relief measures did you first undertake? and what tests were applied to gauge the extent of the distress?

9 How were you prepared to meet famine?—(*a*) Were lists of relief works ready, had the works on that list been actually located and had surveys and estimates of cost been made out beforehand? (*b*) Did the relief programme include scales of establishment necessary to meet any emergency? and were lists of candidates qualified for famine service kept up?

10 Did the relief programme contemplate large public works or small village works as the backbone of the relief system? If the former, was a programme of village works ready in reserve from the beginning?

11 In the sequence of relief measures, what place was taken by the following —

(*a*) Test works,
(*b*) Poor-houses,
(*c*) Kitchens { (*i*) on works, (*ii*) elsewhere,
(*d*) organisation of private charity, especially in towns,
(*e*) opening the Government forests?

12 What system of local inspection and control was instituted and at what period—

(*a*) to arrange for village relief,
(*b*) to stimulate the local employment of labour,
(*c*) to organise local charity,
(*d*) to observe the general condition of the people?

13 Were loans issued at the outset? If so, to what extent, under what Act, under what conditions, to what classes and for what objects? Were they recoverable in whole or in part?

14 Can irrigation wells be made in your district or any portion of it? What was the average depth below the surface of water on the cessation of the rains in 1899? Was the digging of wells encouraged by loans, and, if so, were they successful—

(*a*) in securing the crop on the ground,
(*b*) as a permanent improvement,
(*c*) as a temporary measure to employ labour?

15 If labour was the first criterion of the need for relief, what works were first undertaken? Were they ordinary works under district or local board? and under whose supervision were they conducted?

16. What tasks were exacted on test works, and was the same task taken from every one irrespective of sex and previous occupation?

17. Was payment in strict proportion to results? Was there a maximum wage, a minimum wage, a rest-day allowance or an allowance to dependants?

18 What circumstances induced the conversion of test works into regular relief works?

LARGE PUBLIC WORKS.

19. When it had been decided to open regular relief works, what works were first opened large public works or small village works?

20 Under whose control were these works? Had the scale of supervising establishment been prescribed in advance, and was that establishment ready? Was there any delay in opening the works? Were tools and plant available?

21 Were the works divided into charges, and, if so, for what maximum number of workers did the charge provide? Was that maximum ever exceeded? and, if so, what steps were taken to relieve the pressure?

22 Had each charge its own establishment? If so, please give that establishment in detail. What, if any, arrangements had been prescribed beforehand for hutting or sheltering the people, for conservancy or sanitation, for water supply, for food-supply, and for medical conveniences and supervision?

23 Was admission to the works free to all persons ready to submit to the labour test, or was any system of selection (e g by tickets) tried at the commencement? Was a distance test of any kind insisted on and was residence on the works compulsory?

24 On the facts that came to your notice, what is your opinion as to the area or population which a large public work, capable of entertaining two charges of 5,000 persons each, may be expected to serve? What distance from their homes did applicants for relief go?

25 Were officers of the Department of Public Works subordinate to the Civil authorities in all matters? If not please specify the matters in which they were independent

26 Was there a Civil officer for each charge, from what class was he taken, what salary did he receive and what was his position with reference to the local representatives of the Public Works Department?

Had the Civil officer in charge full authority to assure himself that measurements were correctly and punctually made, and that the orders of Government were being followed in all the matters mentioned at the end of paragraph 426 of the report of the Famine Commission of 1898?

27 If local conditions were met with, which affected the application of the prescribed tasks, did it rest with the Civil officer in charge to decide which of the prescribed tasks was applicable (e g, in varying strata of hard and soft earth)?

28 How were the gangs of labourers constituted, and what was the size of the gangs? Were arrangements made to secure village or family gangs, so far as possible, and with what success?

29 What classification of labourers, and what wage scale was adopted, and how does it compare with the classification and wage scale of paragraph 445 of the report of the Famine Commission of 1898? How far did experience justify departure from the latter—

(a) from the administrative point of view?

(b) from the point of view of economy?

30 Did your experience lead you to consider that any, and if so what, distinction should be drawn in the classification and wages of men and women?

Did the absence of such distinction lead to any difficulty?

Please consider this question also in its financial aspect

31 Was the Code task system introduced from the outset, or was some system of payment by results first adopted? Were the two systems carried on simultaneously or not—

(a) in the same district or subdivision of a district?

(b) on the same work?

32 Did your experience lead you to agree with the Famine Commission of 1898 that a system of payment by results was unsuited to conditions of acute distress or actual famine? or do you consider that, if started in time, relief can be adequately afforded in cases of severe famine by works conducted throughout on a system of payment by results?

33 What task was exacted at the outset, was it graduated to the class of workers or was the full task demanded from all, was any allowance made for the distance the workers had come? Were subsequent changes of the task in the direction of greater leniency or greater severity; what were the circumstances which led up to the changes, and with reference to what classes of persons were they introduced?

34 Did your experience lead you to believe that the scale of wages adopted was adequate, inadequate, or unduly liberal? What in your experience was its effect upon the condition of the workers? Was there any evidence that the workers saved upon their

earnings? Did copper coin return freely to the banias on the works? Please give reasons for your opinion

35. Was a rest day wage given, or could the workers earn more than the full wage in order to support themselves on the rest day? Which method does your experience lead you to prefer?

36 Does your experience lead you to consider that the minimum wage is too high, and that fining for short work should be continued down to the penal wage or to something between the penal and minimum wage?

37 Was the minimum wage allowed at the outset? if not, was there a penal wage, and was there a tendency to fine down to it? Did the penal wage anywhere become the wage generally earned? if it did, to what do you attribute the fact, and what were its effects?

38 How often was payment made, daily or weekly or at what other interval? If weekly, did your experience lead you to think more frequent payment desirable and practicable?

39 When people first came on a relief work were they paid daily or at longer intervals? Did you find that payment otherwise than daily threw the workers seriously into the debt of the bania?

40 To whom was payment made to the individual or to the head of the gang? Which method did your experience lead you to prefer?

41 Can you give, for two or three typical relief works, figures showing, at the time of greatest pressure, the number of relief workers earning—

(a) the full wage,

(b) the penal wage,

(c) a wage between the full and penal wage?

Did people remain long on the works on the penal wage?

42 If a system of payment by results was in force, was it one of the systems described in paragraphs 208 to 212 of the report of the Famine Commission of 1898, or in what respects did it differ from them?

43 What was the maximum wage, and what arrangements were made for the relief of children, or for the relief of weakly persons capable of some work? Did the arrangements for the latter take the form of task work with a minimum wage, or piece work at favourable rates, and which in your experience is preferable?

44 Were contractors employed at any stage of the famine?

45 Under the payment by results system were muster rolls kept up, or what arrangement was there by which on emergency the Code task system could be promptly introduced?

46 Under whose orders was the price scale for the calculation of the wages fixed? On what grains was it based? Were small variations in prices neglected?

47 Please trace distinctly the various steps adopted in opening a relief work, admitting and classifying labourers, providing for dependants, providing tools and plant, marking out work and measuring it up paying wages, imposing fines, conserving the water supply, and arranging for hospital requirements

48 Under whose orders were tasks and wages stiffened or relaxed (i e, the Collector, the Commissioner, the Famine Commissioner or the Local Government)? Had the Collector or the Commissioner power to issue orders independently or had he to refer to higher authority If he acted in anticipation of sanction was he often over-ruled

49 Were arrangements made at any time to draft people from large public to small village works, what was the occasion calling for transfer, and with what success was the transfer achieved?

SMALL VILLAGE WORKS

50 What part did the small village works play in the scheme of relief?

51 What classes of works did they include?

52 Were they conducted —

(a) under the supervision of the Public Works Department,

(b) under the supervision of the Civil Agency,

(i) by direct management,

(ii) through landholders or by means of other non-official agency?

53 If conducted under (b) (ii) of the last question, what arrangements were made—

(a) for laying down the work,

(b) for measuring it up,

(c) for paying wages?

How far were the landholders and others responsible administratively and financially, and under whose supervision was the work done?

54 Was any attempt made to work the Code task system? What scale of wages was adopted? Was employment given to every one who wanted it, or only to special classes?

55 Was any system of selection of applicants for relief tried? If so, was it successful or not?

56 If large public and small village works existed close to one another, did either draw labourers from the other?

57. Did your experience lead you to form any definite opinions as to the desirability or otherwise of extending small village relief works? If so, please state them

SPECIAL RELIEF

58. Are there many aboriginal tribes in your district? Were special tests applied to them? Were they forward to take relief or had relief to be taken near their homes? How far were the measures taken successful?

59. Were forest and fodder works opened? How were these controlled and what classes did they serve?

60. Were able-bodied persons engaged at any time on works of private utility at public expense (e g, weeding fields, etc)? and, if so to what extent at what stage, for how long and under what control?

61. Were special measures taken to relieve artisans (weavers and others) in their own crafts?

62. Did they show a reluctance to go on ordinary relief works, or were they physically unfit for ordinary labour?

63. If special relief measures for artisans were taken, were they successful from the point of view of (a), relief (b) economy and does your experience lead you to consider that more might have been done in this respect, under direct official control or with official assistance?

64. What measures were taken to prevent mortality of cattle and with what success?

65. Were any operations undertaken for the supply of compressed grass to tracts suffering from scarcity of fodder?

GRATUITOUS RELIEF

66. How were dependants relieved—

(a) on large public works,
(b) on small village works,

in cash or uncooked grain or with cooked food?

67. Statistics have been called for, but which of the recognized forms of gratuitous relief was most employed in your district, and on what grounds was it chosen?

68. Did the distribution of village relief in your district go beyond the classes mentioned in paragraph 141 of the report of the Famine Commission of 1880? If so, were the recipients of gratuitous relief selected by persons with local knowledge or were they admitted to relief because they complied with some test such as eating cooked food? Please enumerate the tests, if any, by which admission to gratuitous relief was restricted

69. How many poor-houses were open in your district, and when were they opened? What classes of people most frequented them, and were the numbers ever large?

70. Were poor-houses used as depôts for vagrants and immigrants, and were persons who refused to work on relief works sent to poor-houses as a punishment?

71. Were measures taken periodically to weed out the poor-houses and send people to their homes or to relief works?

72. Statistics have been called for, but how many kitchens were opened in your district (a) before and (b) after the rains broke? What radius was a kitchen expected to serve?

73. What ration was provided and how often were meals distributed, and at fixed or varying times? Were people compelled to feed on the premises, or were they allowed to take food away

74. Was any limit of distance from relief works fixed within which civil kitchens could not be opened, or were civil kitchens opened close to relief works?

75. Was admission to kitchens free or restricted, and, if restricted, what was the method of selection for admission?

76. What was the poor-house ration and of what grain, was it varied on occasion to meet the case of sickness or weakness?

77. Who drew up the village gratuitous relief list, by whom were they checked, how often and by whom were the recipients inspected?

78. How was payment made, (a) in cash or grain, (b) daily, weekly, monthly or for any other period, (c) at the homes of the recipients or elsewhere?

79. To what persons, except those mentioned in the Code, was gratuitous village relief given, for how long and under what necessity?

80. What castes of cooks were employed? Was any reluctance to take cooked food shown by any classes and at any stage, and, if so, by what classes and at what stage?

81. What persons were in charge of kitchens, what supervision and check was exercised over them?

82. Were cheap grain shops opened, if so, for what classes and how was admission to their benefit regulated? Was this form of relief successful and what did it cost?

83. Did cheap grain shops in any way discourage the importation of grain, or did they affect general prices?

SUSPENSIONS AND REMISSIONS OF LAND REVENUE.

84 To what extent was land revenue in your district (*a*) suspended, (*b*) remitted ?

85 Upon what system were such remissions or suspensions based ? Were they based upon crop failure solely or was the general capacity of the individual to pay also taken into account, and in the latter case, how, and by whom and upon whose information was that general capacity determined ?

86 At what stage were suspensions and remissions determined, after or before collection of revenue began ?

87 In zemindari tracts did suspensions or remissions of rent follow automatically upon suspensions and remissions of revenue ? If only part of the revenue of a village (or estate) was suspended, who decided what cultivators should receive remissions or suspensions ?

88 Did you observe any facts tending to show that sufficient relief by suspension or remission of revenue had not been given, or that such relief had been abused or had failed to reach the right persons ?

GENERAL

89 If the number of persons in receipt of relief in your district at any time exceeded 15 per cent of the population affected, please state briefly the reason for it

90 Does your experience lead you to consider that relief was at any particular period excessive or defective, and what are the grounds of your opinion ?

91 To what classes generally did the people in receipt of relief belong, did they include proprietors, State raiyats, occupancy tenants, and other tenants with security of tenure and, if so, to what extent ?

92 In your experience were people more ready to come on relief than in former famines and, if so, to what is this readiness attributable ?

93 Did facts come to your notice indicating a contraction of private credit, or a reluctance of the people to exhaust their own resources before accepting State relief ?

94 Do you consider that the tests of the Code are sufficient to prevent persons not in need of relief from seeking it ?

95 If you consider the tests of the Code are insufficient, what further test would you propose ? Or do you consider any method of selection for admission to relief to be practicable ?

96 What system of registration of births and deaths is followed ?

97 Where statistics show a very high mortality, how far is that attributable to diseases connected with unsuitable or insufficient food ?

98 How far was an impure or insufficient water-supply a cause of increased mortality, and what measures were taken to improve or extend the water-supply ? Was permanganate of potash used to disinfect wells and other sources of water-supply, and, if so, at what intervals of time ?

99 What special sanitary arrangements were made—

(*a*) on works,
(*b*) at poor-houses,
(*c*) at kitchens,

and were they sufficient ? Who supervised them ?

100 Was there a regular inspection of the grain shops on the works, and did that inspection disclose the sale or inferior or unwholesome grain ?

101 How far did the people supplement their food with wild products, and had the consumption of wild products any appreciable effect upon their health ?

102 Did you observe much immigration from Native States ? Roughly, what proportion did such immigrants bear to the total number relieved ?

103 What was the mortality among these immigrants compared with the mortality of the district, and what was the effect of this mortality upon the death-rate of the district ?

104 How were the orphans disposed of at the end of the famine ? Were they made over to friends, caste people, native institutions or missionaries ?

105 Have you any suggestions to make regarding the classification of the *objects* of the Charitable Relief Fund in paragraph 527 of the report of the Famine Commission of 1898 ? Can you suggest any improvements in the management of the fund ?

106 Did you hear any complaints regarding the inability of the Railways to keep pace with the grain and fodder traffic to the distressed districts ? If so, please specify the nature of the complaints Was the local price of food raised by any defects in railway carriage ?

106 (*a*) What arrangements were in force to keep you informed of the traffic in food-grains by rail, river and road ? Were the statistics reliable ? What proportion of the assumed consumption of the people was imported ?

107 Did you hear any complaints from employers of private labour, agricultural or other, that owing to the attractions of relief works they experienced difficulty in obtaining labourers ?

108 Has there been any change in the character of the crops sown of late years ? Has that change taken the form of—

(*a*) an increase of double cropping,
(*b*) the substitution of food-crops for more valuable crops, or *vice versâ* ?

109 Does the practice of paying wages in grain still prevail in your district? Is the tendency to substitute a cash for a grain wage? Have cash wages risen in sympathy with the rise in prices?

110 To what extent have the provisions of the Famine Code been departed from? Please specify the departures Were they justified in your experience?

111 Were Staff Corps officers employed in supervision? And were officers of the Native Army and non-commissioned officers of the British Army employed in minor posts? Can you suggest any other source from which supervising officers can be drawn?

112 How far was non official agency made use of during the famine? Was it successful? And is there scope for its extension?

113 Please trace, with great care, the effect upon—

(1) the number of people seeking relief,
(2) the death-rate,

of any changes in—

(a) the system of work (e g, a change from Code task to payment-by-results system),
(b) the task,
(c) the scale of wages,
(d) the mode of calculating fines,
(e) the tests of necessity (such as the insistence on a distance test, or compulsory residence, or the drafting to distant works),

and did these changes lead to disorganisation or wandering?

114 Has your experience shown that the massing of people on large works tends to disorganise family life, or to weaken social restraints, or to relax moral ties? If so, can you suggest any means connected with the class or organisation of relief works whereby these evils may be removed or mitigated?

Purchase of Stores in England and locally by the General and Irrigation Branches of the Public Works Department of the Government of Bengal during 1899-1900.

No 139A.

Government of Bengal

PUBLIC WORKS DEPARTMENT.

ACCOUNTS.

Dated Calcutta, the 8th January 1901

RESOLUTION

READ again—

(1) Letters from the Government of Bengal, Public Works Department, Nos 4195A, dated the 15th October and 51A, dated 4th January 1901, submitting to the Government of India, Public Works Department, the statement of expenditure on stores in the General and Irrigation Branches of the Public Works Department of the Government of Bengal for the year 1899-1900

(2) Letter from the Government of India, Finance and Commerce Department, No 1426S R, dated 25th March 1895, pointing out that, as it is understood that several of the principal engineering firms in India now possess the apparatus necessary for the proper testing, both of the raw material and of the finished product, the fullest use should be made, subject to the prescribed precautions, of the liberty to procure supplies in India

(3) Resolution on the operations of the Public Works Department, Bengal, in 1898-99 in respect of purchases of stores in England and locally

REMARKS —The following information is published to show the operations of the Public Works Department of this Province during 1899-1900 in respect to the purchase of European stores in England and locally

2 The total value of the stores so purchased amounted to Rs 2,92,466, against Rs 2,96,441 of the previous year This sum is made up as follows —

		Rs	Rs
(*a*)	Cost of stores obtained through the Secretary of State		2,36,340
(*b*)	Cost of stores locally purchased—		
	(*i*) Of European manufacture	32,813	
	(*ii*) Of Indian manufacture from imported material	23,313	
			56,126
			2,92,466

3. The principal items of the stores obtained through the Secretary of State were the following —

	Rs
Steel joists	64,074
Iron and steel T's, L's, bed plates, bar, flat, channel and chain	51,244
Corrugated iron sheets	13,763
Zinc sheets	5,108
Lead sheets	2,284
Lightning rods	2,633
Copper tape	2,422
Portland cement	30,838
Electric passenger lift	9,488
Paints	25,515
Glazed tiles	13,295
Fire clay	3,660
Miscellaneous	12,066
Total	2,36,340 against Rs. 1,56,843 of the previous year.

None of the above articles could have been entirely manufactured in India.

4. Of stores of European manufacture locally purchased on the score of urgency the following is a detailed list :—

	Rs
Steel joists ...	20,875
T's, L's, channels and flats	5,184
Corrugated iron sheets	2,454
Lavatory basins	1,800
Portland cement	2,500
Total	32,813 against Rs 92,270 of the previous year

Taking India Office prices and adding freight and incidental charges, the cost of these articles, if purchased through the Secretary of State, is estimated at Rs. 31,062; the estimated loss to Government being 5 63 per cent against a corresponding figure of 26 22 per cent in the previous year

5. The total value of stores locally manufactured from imported material, or substituted for stores formerly imported, is Rs 23,313 against Rs 47,328 of the previous year The items making up this total are—

	Rs
Wrought-iron work for bridges	3,555
Ditto roofs	1,755
Ditto record-racks	1,575
Wrought-iron tank	1,350
Cast-iron columns	3,469
Do. pipes ...	6,503
Jumpers, kodalies and pile drivers	5,106
Total	23,313

6. The policy prescribed in Resolution No 1426S R of the 25th March 1895 by the Government of India continues to receive the attention of the Local Government.

ORDER —Ordered that a copy of this Resolution be published in the Supplement to the next issue of the *Calcutta Gazette*

Ordered, also, that a copy of this Resolution be forwarded to the Bengal Chamber of Commerce, the Calcutta Trades' Association, and the Bengal National Chamber of Commerce

By order of the Lieutenant-Governor of Bengal,

D JOSCELYNE,

Secy. to the Govt. of Bengal

WEATHER AND CROP REPORT

For the week ending the 7th January 1901

Burdwan - Rainfall at Sadar 0 72, Kalna 0 57, Katwa 0 31, Raniganj 1·23 Rain has been beneficial Weather fine and cold Harvesting of *aman* and pressing of sugarcane still continue Fodder and water sufficient Common rice selling as follows —

	Srs.	
Sadar	12	per rupee
Kalna	$11\frac{1}{16}$	
Katwa	13	
Raniganj	13	

Birbhum.—Rainfall at Sadar 55, Rampur Hât 71 Weather cloudy and cool Harvesting of *aman* continues. Standing crops doing well Price of rice at Sadar 12 seers and at Rampur Hât 14½ seers Fodder sufficient

Bankura.—Rainfall at Sadar 1·36, Vishnupur 1 45 Weather cloudy with drizzling rain at the beginning, cleared up since yesterday and very cold The rainfall has been beneficial to some of the *rabi* crops Fodder and water sufficient. No cattle-disease reported Price of common rice at Bankura 12½ seers and at Vishnupur 12 seers

Midnapore —Rainfall at Sadar 3 18, Contai 0 25, Tamluk 1 95, Ghatal 1·70 *Aman* being reaped. Common rice sells as follows —

	Srs	
Sadar	14	per rupee
Contai	15	
Tamluk	$10\frac{1}{8}$	
Ghatal	10½	

Hooghly —Rainfall at Sadar 76, Serampore 97, Arambagh 1 07 Weather cool Rain damages *rabi* crops Harvesting of *aman* nearly finished Common rice sells at 10 seers 15 chittaks per rupee

Howrah —Weather cloudy with drizzling rain at the beginning of the week Fine later Harvesting of *aman* going on The recent rain has done some damage to crops, but should benefit *boro* rice Fodder and water sufficient Common rice sells at 10¼ seers per rupee

24-Parganas.—Rainfall at Sadar 1 03, Barasat 1 18, Basirhat 75, Diamond Harbour 1 54 Weather cloudy and rainy Standing crops not good owing to the untimely rain *Rabi* crops growing The harvesting of *aman* still going on and the crop has been injured by the recent rain No cattle-disease Fodder and water sufficient Common rice sells as follows —

	Srs.	
Sadar	10	per rupee
Barasat	10	
Basirhat	11	
Diamond Harbour	$12\frac{5}{16}$	

Nadia.— Rainfall at Sadar 0 35, Kushtia 0 15, Meherpur 0 19, Chuadanga 0 27, Ranaghat 0 61. Weather cloudy and rainy More rain wanted for the standing crops Harvesting of *aman* still going on Fodder and water sufficient Price of common rice stationary

Murshidabad.—Rainfall at Sadar 0 17, Jangipur 0 56, Kandi 0 51, Lalbagh 0·40 Weather seasonable. Harvesting of *aman* still continues Prospects of *rabi* crops hopeful Cattle-disease reported from thana Gorabazar of Sadar subdivision Fodder and water sufficient Common rice sells as follows —

	Srs	
Sadar	13	per rupee
Lalbagh	14	
Kandi	14¼	
Jangipur	15	

Jessore.—Rainfall at Sadar 0 29, Jhenida 0 18, Magura 0 25, Narail 0 20, Bangaon 0 17 Weather seasonable. Prospects of standing crops improved after the rain. Harvesting of *aman* almost completed Fodder and water sufficient Common rice sells as follows —

	Srs	
Sadar	14	per rupee.
Jhenida	13	
Magura	13½	
Narail	$13\frac{1}{16}$	
Bangaon	$13\frac{5}{16}$	

Khulna.—Rainfall at Sadar 0 53, Bagerhat 0 28, Satkhira 0 79 Weather cloudy and a little rainy, damaging standing crops to some extent Harvesting of *aman* paddy continues Fodder and water sufficient Common rice sells as follows .—

	Srs	
Sadar	13¾	per rupee
Bagerhat	13 5/16	
Satkhira ...	10½	

Rajshahi.—Rainfall at Sadar 3, Nator 21 Naugaon 3 Prospects of crops fair Harvesting of winter rice still going on. No cattle disease Fodder and water plentiful Common rice sells at 14½ seers a rupee

Dinajpur.—Average rainfall 64 Weather cold and cloudy Harvesting of *aman* nearly over No cattle-disease Fodder and water plentiful Rice selling at Sadar 16 seers and at Thakurgaon 13 seers per rupee

Jalpaiguri.—Rainfall 06 Weather cold and cloudy Harvesting of *haimanti* paddy going on Prospect of *rabi* crops favourable Price of common rice steady Fodder and water ample.

Darjeeling —Rainfall at Sadar 0 43, Kurseong 13, Siliguri 20, Kalimpong 33 Weather seasonable. Days cloudy, nights cold and frosty *Bara marua*, *aman dhan*, *kalai* being harvested *Phapor*, *tori*, wheat, barley progressing *Terai*—*haimanti* paddy being harvested. Mustard, tobacco, progressing Coarse rice sells as follows —

	Srs	
Hills ..	11	per rupee
Terai	14	

Bhutta sells at Darjeeling 20 seers and at Kalimpong 24 seers per rupee

Rangpur.—Rainfall at Sadar 0 55, Gaibanda 0 17, Kurigram 9 50, Nilphamari 0 21 Weather cloudy and very cold Harvesting of *aman* going on Fodder and water sufficient Price of common rice stationary

Bogra.—Average rainfall 16 Weather cold and cloudy Harvesting of *aman* nearly finished and that of mustard begun Prospects of standing crops moderate and lands being prepared for *aus* and jute Water and fodder sufficient Common rice sells at 14 seers a rupee

Pabna.—Rainfall at Sadar 0 16, Sirajganj 0 07 Weather cold and cloudy Harvesting of winter paddy complete, yield fair Rain wanted for *rabi* crops Prices unchanged Fodder and water sufficient

Dacca.—Rainfall at Sadar 20, Manikganj 10 Munshiganj 19, Narainganj 23 Weather seasonable Prospects of crops fair Fodder available No cattle disease Common rice 11½ seers per rupee.

Mymensingh —Rainfall at Sadar 0 08, Kishoreganj 0 03 Weather cloudy and cold Harvesting of *aman* nearly finished Pressing of sugarcane, transplantation of *boro* going on Fields are being prepared for early rice crop Prospects of standing crops fair Fodder and water sufficient Common rice sells as follows —

	Srs	
Sadar	10½	per rupee.
Jamalpur ..	10	
Kishorganj .	11 5/16	
Tangail	11	
Netrakona	11 5/16	

Faridpur.—Rainfall at Sadar 0 24, Goalundo 0 22, Madaripur 0 36 Weather very cold, damp and misty State and prospects of crops good *Aman* paddy has been harvested Common rice sells at 12½ seers a rupee

Backergunge.—Rainfall at Sadar 0·10 Weather cloudy Prospects of crops good except in Patuakhali, where 25 per cent of *aman* is said to have been damaged by insects Fodder and water sufficient Common rice sells at 10 seers (old) *aman* and 12 seers (new)

Tippera.—Rainfall at Sadar 23, Brahmanbaria 5 47, Chandpur 42 Weather cloudy with foggy mornings Prospects of standing crops favourable. Common rice averages 12½ seers per rupee

Noakhali.—Rainfall at Sadar 0 01, Feni 02 Weather cloudy and chilly Harvesting of *aman* completed. Cattle-disease in Lakhipur, veterinary help asked for Fodder and water sufficient. Prices stationary

Chittagong.—No rain during the week Harvesting of winter rice completed Outturn 12 annas. Water and fodder sufficient Common rice sells at 12½ seers

Patna —Rainfall at Sadar 1 71, Bihar 2 76, Barh 1 90, Dinapore 1·51, Hilsa 0·10. Rain during the week has improved the prospects of *rabi* and other standing crops. Fodder and water for cattle sufficient Common rice in Patna sells at 15 seers per rupee.

Gaya —Rainfall at Sadar 2 90, Jahanabad 1 96, Aurangabad 2 88. Nawadah 2·83. Harvesting of paddy nearly over *Rabi* doing well Poppy suffered to some extent by rain. Common rice sells at 12 seers per rupee

Shahabad.—Rainfall at Sadar 1 80, Buxar 1 98, Bhabhua 4 09, Sasaram 3·31, Dehri 3 62 Weather cold and cloudy Excessive rainfall damaged prospects of *rabi* crops Dry weather urgently required Pressing of sugarcane going on. Fodder and water sufficient Rice 12 seers a rupee at Sadar

Saran —Rainfall at Sadar 1 49, Siwan 1 22, Gopalganj 1 13 Weather cloudy and rainy with east wind Standing crops much benefited by recent rain Bright sunshine and fair weather need Poppy promising Common rice 14⅞ seers and *makai* 23½ seers per rupee

Champaran —Rainfall at Motihari 1 04, Bettiah 1 15 Prospects continue favourable Weeding of *rabi* in progress and threshing of paddy continues Fodder and water sufficient Prices of common rice and maize at Sadar are 15½ and 26½ seers per rupee respectively.

Muzaffarpur.—Rainfall at Sadar 1 40, Hajipur 1·25 and Sitamarhi 1 45 Prospects good The rainfall of the week has done immense good to the *rabi* crops Prices are—Common rice 14 seers, wheat 13 seers, barley 20 seers, maize 24 seers, gram 15 seers, *arhar* 14 seers, and *marua* 22 seers a rupee

Darbhanga —Rainfall at Sadar 1 28, Samastipur 1 10, Madhubani 0 90 Harvesting of paddy is almost over *Rabi* doing well Fodder and water sufficient No cattle-disease reported Common rice sells as follows —

	Srs	
Sadar	15½	per rupee.
Samastipur	16	
Madhubani	16½	

Monghyr —Rainfall at Sadar 1 74, Begusarai 1 46, Jamui 2 97. Very cold and cloudy Paddy harvesting nearly finished Standing crops benefited by recent rain Common rice sells as follows —

	Srs	
Sadar	16	per rupee
Begusarai	15	
Jamui	14½	

Bhagalpur —Rainfall at Sadar 1 46, Banka 1 70, Madhipura 1·24, Supaul 0 65 Weather cloudy with drizzling rain attending with chilly cold Reaping of winter rice almost complete Pressing of sugarcane going on No cattle-disease Fodder and water sufficient Prices almost stationary

Purnea.—Rain at Sadar 0 95, Kishanganj 0 35, Araria 0 62 Weather cold and cloudy Harvesting of *aghani* rice nearly finished *Rabi* crops much benefited by recent rain. Prospects of crops good No cattle-disease Fodder and water sufficient Common rice sells as follows —

	Srs.	
Sadar	15	per rupee.
Kishanganj	14	
Araria	16	

Malda.—Rainfall at Sadar 1 63, Gazole 80 Harvesting of winter rice going on. Recent rain has done much good to the *rabi* crops Average price of rice 15 seers per rupee Cattle-disease reported from *Kharba* thana Fodder and water sufficient. Weather cold and foggy

Sonthal Parganas.—Average rainfall 1 18 Weather cloudy and cold. Harvesting of winter crops and pressing of sugarcane still continues in some places. *Rabi* crops promising No cattle-disease Fodder and water-supply sufficient. Average price of rice 15 seers and that of maize 20 seers 12 chitaks per rupee

Cuttack.—Rainfall at Sadar 0 45, Jajpur 0 30. Weather seasonable. Sugarcane and *guru sarad* being harvested. *Rabi* in flowers and pods *Dalua* and tobacco growing Condition of cattle good. Fodder and water sufficient Common rice sells as follows :—

	Srs	ch.	
Sadar	14	7	per rupee
Jajpur	17	1	per rupee
Kendrapara	Return not rece ved		
Banki	16	12	per rupee

Balasore.—Rainfall at Sadar 53 *Kandha, sarad* and *rabi* being cut and threshed Cotton being gathered. Sugarcane pressing continues Rice sells at 16½, 14½ and 16 seers per rupee in interior, Balasore and Bhadrak, respectively Cattle-disease reported from Basudebpur circle Fodder and water sufficient

Angul—Rainfall at Sadar 65 Weather cloudy Rain has benefited the standing oilseed, gram and *khesari* crops Harvesting of *rabi* in progress Common rice selling at 20 and 14 seers per rupee in Angul and Khondmals markets. Cattle disease reported from the interior. Fodder and water sufficient

Puri.—Rainfall at Puri 1 31, Khurda 0 26. Weather seasonable. *Sarad* paddy being harvested *Dalua* and *mung* growing well. Pressing of sugarcane continues Winter *mandia* and *kulthi* in flowers Other miscellaneous crops doing well Fodder and water sufficient. Rice sells as follows —

		Srs.	ch
Sadar	(Old)	13	12
	(New)	15	1
Khurda		15	12
In the interior	(New)	16	9

Hazaribagh.—Rainfall at Sadar 2 23, Giridih 2 57 Weather very cold Fodder and water sufficient Estimate of poppy remains unchanged Common rice sells at Sadar 12 to 14 seers and at Giridih 14½ seers per rupee

Ranchi.—Rainfall 2 24 Weather cold and rainy *Rabi* crops much benefited by the rain Rice sells at Sadar 16 seers per rupee No cattle-disease reported. Fodder and water sufficient

Palamau.—Rainfall 3 41 Weather cloudy General rain throughout the district *Rabi* doing well Rice selling at Sadar 13½ seers per rupee

Manbhum.—Rainfall at Sadar 2 76, Gobindpur 1 10 Weather cloudy Prospects of crops on ground good. Fodder and water sufficient Cattle-disease reported from Jhalda only Average price of common rice at Sadar 14 seers and at Gobindpur 13 seers per rupee. Supply sufficient.

Singhbhum.—Rainfall 4 76 Average price of rice is 17 seers in the district, at Chaibassa 16 seers. Rain will do a deal of good to the *rabi*

General Summary.—There has been a general rainfall during the week throughout the province except in Chittagong *Rabi* in Hooghly and Shahabad, poppy in Gaya, and some crops in Howrah, 24-Parganas and Khulna are said to have suffered to some extent by the rain, but it has improved the prospects of standing crops elsewhere Harvesting of paddy and pressing of sugarcane approaching completion Fodder sufficient Cattle-disease continues to be reported from a few districts. The price of common rice has fallen in 7 districts, risen in 17 and is stationary in the rest (22).

By order of the Lieutenant-Governor of Bengal,

F. A. SLACKE,

Secretary to the Govt. of Bengal.

REVENUE DEPARTMENT,
The 9th January 1901.

PRICES-CURRENT (retail) of Food-grains and Salt in the Head-

QUANTITIES PER RUPEE IN

	Number	Districts	Wheat			Barley			Rice, common			Jowar or Cholum (*Sorghum Vulgare.*)		
			Present return	Next preceding return	Corresponding return of last year	Present return	Next preceding return	Corresponding return of last year	Present return	Next preceding return	Corresponding return of last year	Present return	Next preceding return	Corresponding return of last year
		BENGAL	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch
Burdwan Division	1	Burdwan	12 8	12 8	12 8				12 12	12 12	14 4			
	2	Birbhum	12 0	12 0	13 1				12 0	12 0	15 0			
	3	Bankura	10 0	10 0	10 0				13 2	13 12	16 4			–
	4	Midnapore	10 0	1[illegible] 0	11 0				Old 11 4, New 12 8	13 0	12 8			
	5	Hooghly	10 0	10 0	10 0				10 8	9 10	12 8			
	6	Howrah							10 0	10 0	Old 13 0, New 15 8			–
Presidency Division	7	24-Parganas							11 0	10 1	12 8			
	8	Calcutta	10 10	11 13	10 0	1[illegible] 0	1[illegible] 0	18 0	11 6	11 13	11 6		14 0	
	9	Nadia	13 5	13 5	16 0		16 0		11 7	11 7	13 7			
	10	Murshidabad	14 0	14 0	Jangipur 17 0, Ganga[illegible] 1[illegible] 0	[illegible] 0	26 0		13 8	13 4	16 0			
	11	Jessore	9 0	10 0	10 0	[illegible] 0	11 8	11 0	13 0	13 8	16 0			
	12	Khulna							14 0	14 0	16 0			
Rajshahi Division	13	Rajshahi	13 8	14 4	15 0	21 0	24 0	27 0	12 12	11 4	New 16 8, Old 11 1		–	
	14	Dinajpur	11 8	12 0	13 0	27 0	32 0	12 8	14 2	15 0	18 0		–	
	15	Jalpaiguri	10 0	10 0	10 0				13 0	12 8	16 0			
	16	Darjeeling	7 0	7 0	7 0	8 0	8 0	8 0	12 0	12 0	13 0			
	17	Rangpur	11 0	11 0	13 0				10 0	10 0	13 8			–
	18	Bogra	9 12	9 12	7 8				13 6	13 9	18 12			
	19	Pabna	15 0	15 0	7 1[illegible]	[illegible] 4	27 0	3 0	1[illegible] 8	11 4	16 4			
Dacca Division	20	Dacca	10 0	10 8	10 0			12 0	11 8	12 0	18 0			
	21	Mymensingh	8 0	8 0	10 0	16 0	16 0		10 0	10 0	13 0			–
	22	Faridpur	10 0	10 0	15 0	1[illegible] 0	16 0	10 0	12 0	12 0	16 0			
	23	Backergunge							Old 11 12, New 12 12	Old 12 0, New 14 0	Old 16 0, New 12 8		—	–

A In the subdivisions the retail prices of salt per rupee are – Kalna 10 seers 10 chitaks (panga) and 12 seers (karkatch), Katwa 11 seers 12 chitaks (karkatch), [illegible] 10 seers 5 chitaks (panga)

B At Rampur Hat the retail price of salt is 11 seers per rupee

C At Vishnupur the retail price of salt is 9¼ seers per rupee

D In the subdivisions the retail prices of salt per rupee are —Contai 10 seers, Tamluk 10 seers 14 chitaks, Ghatal 11½ seers

E. In the subdivisions the retail prices of salt per rupee are —Serampore 10½ seers, Arambagh 10 seers 10 chitaks

F. At Uluberia the retail price of salt is 10 seers 10 chitaks per rupee

G. In the marts in the interior of the district the retail prices of salt per rupee are —Chetla 10 seers 10 chitaks, Barasat 11 seers, Baduria return not received, Moraghat 9 seers 2 chitaks.

H. In the subdivisions the retail prices of salt per rupee are —Kushtia 10 seers (panga), Chuadanga 10 seers, Meherpur 10 seers (karkatch), Ranaghat 10 seers 12 chitaks (crushed)

I. In the subdivisions the retail prices of salt per rupee are —Lalbagh 11 seers (karkatch), Kandi return not received, Jangipur 11 seers (karkatch).

quarters Station Bazars of the Districts of Bengal on the 31st December 1900.

Salt: Present return (S Ch)	Salt: Next preceding return (S Ch)	Salt: Corresponding return of last year (S Ch)	Wholesale prices per maund of 40 seers, Salt: Present return (Rs A P)	Wholesale Salt: Next preceding return (Rs A P)	Wholesale Salt: Corresponding return of last year (Rs A P)	Unskilled labour—able bodied agricultural labourer: Present return (Rs A)	Unskilled: Next preceding return (Rs A)	Unskilled: Corresponding return of last year (Rs A)	Syce or horse keeper: Present return (Rs A)	Syce: Next preceding return (Rs A)	Syce: Corresponding return of last year (Rs A)	Skilled labour—common mason, carpenter or blacksmith: Present return (Rs A)	Skilled: Next preceding return (Rs A)	Skilled: Corresponding return of last year (Rs A)	Districts	Number	Division
															BENGAL		
A 11 3	11 3	11 8	Crushed 3 4 6	3 4 6	3 5 6	7 8	7 0	9 0	6 0	6 0	7 0	15 0	11 0 to 16 0	12 0 to 16 0	Burdwan	1	Burdwan Division
B 10 8	10 8	10 8	3 10 6	3 10 6	3 10 6	7 0	6 0 to 7 8	6 0 to 7 8	[illegible] 0	4 0 to 6 0	4 0 to 6 0	10 0 to 12 0	7 0 to 12 0	7 0 to 12 0	Birbhum	2	
C 10 2	10 2	10 0	Panga 3 13 0	3 13 0	4 0 0	6 0 to 7 8	6 0 to 7 8	6 0 to 7 8	5 0 to 7 8	5 0 to 7 8	5 0 to 7 8	8 0 to 12 0	8 0 to 12 0	8 0 to 12 0	Bankura	3	
D 10 12	10 12	11 0	Panga 3 9 0	3 9 0	3 8 0	8 8	8 8	8 8	7 8	7	7 8	12 0	12 0 to 18 0	12 0 to 18 0	Midnapore	4	
F 10 0	10 0	10 0	Crushed 3 14 0	3 14 0	3 12 0		9 13	11 4		7 0	7 0		17 0 to 30 0	14 0 to 20 0	Hooghly	5	
F 10 10	10 10	10 12	3 8 0	3 8 0	3 6 0	1[illegible] 0	12 0	12 0	10 0 to 11 0	10 0 to 11 0	10 0 to 12 0	20 0 to 30 0	20 0 to [illegible] 0	20 0 to 30 0	Howrah	6	
G 10 10	10 10	10 8	3 12 0	3 [illegible] 0	3 6 0	10 0	10 [illegible]	11 4	7 0	7 8	7 8	15 0 to 25 0	15 0 to 25 0	[illegible] 0 to 18 0	24-Parganas	7	Presidency Division
11 0	11 0	11 0	Panga 3 5 0	3 6 0	3 5 0		10 0	10 0		9 0	8 0		18 0 to 20 0	18 0 to 20 0	Calcutta	8	
H 11 0	10 10	1[illegible]	Panga 3 6 0	3 6 0	3 5 0	7 8	7 8	7 8	6 0	7	6 0	10 0 to 1[illegible] 0	10 [illegible] to 1[illegible] 0	10 0 to 1[illegible] 0	Nadia	9	
I 11 0	11 0	11 0	Karkatch 3 8 0	3 8 0	3 6 0	[illegible] 0	5 0	1 0	5 0 and 6 0	[illegible]	[illegible]	11 0 to 15 0	11 0 to 1[illegible] 0	12 0 to 11 0	Murshidabad	10	
J 9 12	10 0	9	Panga 3 14 0	4 0 0	3 12 0	[illegible] 6	[illegible]	9 0 to 10 8	7 8	7 8	7 0 to 8 0	11 [illegible] to 18 12	11 [illegible] to 18 [illegible]	1[illegible] 0 to 18 0	Jessore	11	
K 10 0	10 0	10 0	Panga 3 12 0	3 12 0	3 12 0		7 8 to 10 0	9 0	[illegible] to [illegible] 0		7 0 to 9 0		10 0 to 25 0	10 0 to 30 0	Khulna	12	
L 9 12	9 12	9 12	Panga 3 13 0	3 12 0	3 13 1	3 0 to 7 8	6 0 to 7 8	7 8	4 0 to 7 0	4 0 to 7 [illegible]	4 0 to 6 0	6 0 to [illegible] 0	7 8 to 1[illegible] 0	7 0 to 1[illegible] 0	Rajshahi	13	Rajshahi Division
M 10 0	10 12	10 0	Panga 4 0 0	3 11 0	4 0 0	7 0	[illegible] 0	7 0	6 0	6 0	6 0	[illegible] to [illegible]	12 0 to 22 0	12 0 to 22 0	Dinajpur	14	
N 10 0	10 0	10 0	Panga 3 12 0	3 11 6	3 10 [illegible]	7 8	7 8	7 8	8 0	8 [illegible]	8 0	1[illegible] 0 to 20 0	1[illegible] 0 to [illegible] 0	1[illegible] 0 to [illegible] 0	Jalpaiguri	15	
O 8 8 / 8 0	8 8 / [illegible] 0	8 8 / 8 5	Pora 4 8 0 / Panga 4 10 0	4 8 0 / 4 10 0	1 12 0 / 4 12 0		7 0 to 10 0	7 0 to 10 0		7 [illegible] to 11 [illegible]	[illegible] 0 to 1[illegible] 0		1[illegible] 0 to [illegible] 0	12 0 to [illegible] 0	Darjeeling	16	
P 9 0	8 0	10 0	Panga 4 0 0	4 0 0	4 0 0	8 8	9 0	7 8	7 0	7 [illegible]	[illegible] 0	1[illegible] 0	15 0	[illegible] 0	Rangpur	17	
10 2	10 2	9 12	Panga [illegible] 13 1	3 13 4	4 0 0	7 8	7 8	7 8	5 0 to 8 0	[illegible] 0 to [illegible] 0	5 0 to 8 0	10 0 to 20 0	10 0 to 20 0	10 0 to 20 0	Bogra	18	
Q 9 12	9 12	9 12	Panga 3 13 0	3 13 0	3 13 [illegible]	4 0 to 8 0	4 0 to 8 0	5 0 to 7 8	6 0 to 8 0	6 0 to 8 0	6 6 to 8 0	[illegible] 0 to 20 0	7 8 to 20 0	[illegible] 0 to 20 0	Pabna	19	
R 10 8	10 8	10 0	Panga 3 11 [illegible]	3 12 0	3 10 [illegible]	5 0 to 7 0	[illegible] 0 to 7 0	5 0 to 7 0	5 0 to 7 0	[illegible] 0 to 7 0	5 0 to 7 0	10 0 to 1[illegible] 0	10 0 to 1[illegible] 0	10 0 to 1[illegible] 0	Dacca	20	Dacca Division
S 10 0	10 0	9	Panga 4 0 0	4 0 [illegible]	4 0 [illegible]	7 0	7 8	7 0	8 0	8 0	7 0	1[illegible] 0 to 1[illegible] 0	1[illegible] 0 to [illegible] 0	12 0 to 11 0	Mymensingh	21	
T 10 0	10 0	10 0	Pang 3 1[illegible] [illegible]	3 13 0	4 0 0	7 8 to 8 0	9 [illegible] to 11 [illegible]	9 6 to 11 4	8 0 to 9 0	[illegible] 0 to 10 0	8 0 to 10 0	1[illegible] 0 to 20 0	1[illegible] 0 to 2[illegible] 0	1[illegible] 0 to 20 0	Faridpur	22	
U 10 0	10 0	10 0	Panga 3 10	3 10 0	3 10 0	10 0 to 15 0	8 0	10 0 to 15 0	10 0	7 0	8 0 to 10 0	12 0 to 20 0	12 0 to 1[illegible] 0	8 0 to 1[illegible] 0	Backergunge	23	

J. In the subdivisions the retail prices of salt per rupee are —Jhenida 10½ seers, Magura 9¼ seers, Narail 10 seers, Bangaon 10 seers 10 chitaks.
K. In the subdivisions the retail prices of salt per rupee are—Bagerhat 9 seers, Satkhira 11 seers.
L. In the subdivisions the retail prices of salt per rupee are—Nator 10½ seers, Naogaon 9 seers 10 chitaks.
M. No report from subdivision.
N. Return not received from Alipur subdivision.
O. The retail prices of salt (panga) at Kurseong and Siliguri are 8 and 10 seers per rupee respectively.
P. In the subdivisions the retail prices of salt per rupee are:—Gaibanda 10 seers, Kurigram 8 seers, Nilphamari 10 seers.
Q. At Serajganj the retail price of salt is 11½ seers per rupee.
R. In the marts in the interior of the district the retail prices of salt per rupee are —Madanganj 11 seers, Munshiganj 9 seers, Mirkadim 11 seers 6 chitaks.
S. In the subdivisions the retail prices of salt per rupee are —Kishoreganj 10 seers, Jamalpur 9 seers 6 chitaks, Tangail (Kagmari) 8 seers, Netrokona 9 seers.
T. In the subdivisions the retail prices of salt per rupee are —Goalundo 10 seers, Madaripur 10¼ seers crushed.
U. In the subdivisions the retail prices of salt per rupee are —Pirojpur return not received, Patuakhali 9 seers, Bhola 9 seers.

PRICES-CURRENT (*retail*) *of Food-grains and Salt in the Head-quarters*

Number	DISTRICTS.	QUANTITIES PER RUPEE IN											
		WHEAT			BARLEY			RICE, COMMON			JOWAR OR CHOLUM (*Sorghum Vulgare*)		
		Present return.	Next preceding return	Corresponding return of last year	Present return	Next preceding return	Corresponding return of last year	Present return.	Next preceding return	Corresponding return of last year	Present return	Next preceding return.	Corresponding return of last year
BENGAL—*concluded*.		S. Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S. Ch.	S Ch
CHITTAGONG DIVISION 24	Tippera						...	12 3	13 8	16 0			
25	Noakhali							13 0	18 0	17 0			
26	Chittagong							12 10	12 8	15 0			..
BIHAR.													
PATNA DIVISION 27	Patna	15 0	16 0	16 0	21 0	22 0	23 0	16 0	17 0 New	17 8	25 0	24 0	22 0
28	Gaya	12 8	13 0	14 0	24 0	20 0	16 8	13 8	13 0	14 4	18 8	21 0	
29	Shahabad	12 0	13 0	12 8 & 13 0	15 0	17 0	20 0	13 8	14 0	12 8 & 14 0			
30	Saran	12 0	13 0	12 8	20 0	18 0	18 0	14 8	15 0	13 8			
31	Champaran	12 8	13 0	14 8	18 0	18 0	20 0 to 21 0	15 8	16 8	16 0	..		
32	Muzaffarpur	12 0	13 0	14 0	19 0	19 0	18 0	14 0	14 8	14 12			
33	Darbhanga	13 8	14 4	11 0	27 7	24 0	16 0	15 8	15 8	14 0			
BHAGALPUR DIVISION 34	Monghyr	13 0	13 14	14 10	20 0	21 0		13 4	11 6	15 0			
35	Bhagalpur	12 10	12 10	15 4	22 12	22 12	21 8	17 0	16 6	17 8			...
36	Purnea	16 0	17 0	14 0				15 0	17 0	18 0			...
37	Malda	14 0	13 0					14 0	15 0	16 0			..
38	Sonthal Parganas	10 0	10 8	11 0	14 0	14 0	19 0	16 0	16 0	11 0		..	
ORISSA													
ORISSA DIVISION 39	Cuttack	10 8	11 13	10 8			..	14 7	13 12	15 12		...	...
40	Balasore	10 0	10 0	13 0	11 0	11 0	11 8	14 4	14 4	15 0	..	...	...
41	Puri	10 8	9 8	8 8				New 15 1 Old 13 12	New 15 12 Old 11 2	17 1	..		...
CHOTA NAGPUR													
CHOTA NAGPUR DIVISION 42	Hazaribagh	11 0	12 0	11 8	18 0	18 0	16 0	New 16 0 Old 14 0	New 15 0 Old 13 0	12 0	.	...	...
43	Ranchi	7 8 to 11 0	7 8 to 10 0	7 12 to 11 0	12 0	15 0		17 0	17 0	10 8		...	
44	Palamau	10 11	10 11	12 6	11 4	10 2	16 14	13 8	13 8	11 13		..	...
45	Manbhum	16 0	11 0	12 0	11 0	16 0	20 0	14 8	15 0	13 8	20 0	20 0	16 0
46	Singhbhum.*		10 0	12 0		..			16 0	16 0		...	

* The present return not received

V. In the subdivisions the retail prices of salt per rupee are —Chandpur 9 seers, Brahmanbaria 10 seers.
W At Feni Hât the retail price of salt is 9 seers per rupee
X. At Cox's Bazar the retail price of salt is 8½ seers per rupee
Y. In the subdivisions the retail prices of salt per rupee are —Barh 10½ seers, Dinapore 10½ seers, Bihar 9½ seers.
Z. In the subdivisions the retail prices of salt per rupee are —Jahanabad 10 seers, Nawada 10 seers, Aurangabad return not received.
[illegible] the retail prices of salt per rupee are —Buxar 11 seers, Bhabua 10½ seers, Sasaram 10½ seers
[illegible] the retail prices of salt per rupee are —Siwan 11 seers, Gopalganj (Mirganj) 12 seers 5 chitaks.
[illegible] price of salt is 10 seers per rupee
[illegible] the retail prices of salt per rupee are —Hajipur 10 seers, Sitamarhi 11½ seers.
[illegible] the retail prices of salt per rupee are —Samastipur 10 seers, Madhubani 11 seers.
[illegible] the retail prices of salt per rupee are —Begusarai 10½ seers, Jamui 10 seers.

CALCUTTA,

Station Bazars of the Districts of Bengal on the 31st December 1900—(concluded).

Salt — Present return	Salt — Next preceding return	Salt — Corresponding return of last year	Wholesale prices per maund of 40 seers, Salt — Present return	Wholesale Salt — Next preceding return	Wholesale Salt — Corresponding return of last year	Unskilled labour—able-bodied agricultural labourer — Present return	Unskilled — Next preceding return	Unskilled — Corresponding return of last year	Syce or horse keeper — Present return	Syce — Next preceding return	Syce — Corresponding return of last year	Skilled labour—common mason, carpenter or blacksmith — Present return	Skilled — Next preceding return	Skilled — Corresponding return of last year	Districts	Number	Division
S. Ch	S. Ch.	S. Ch	Rs. A. P	Rs. A. P	Rs. A. P	Rs. A	Rs. A	Rs. A	Rs. A	Rs. A	Rs. A	Rs. A	Rs. A	Rs. A			
															BENGAL—*concluded.*		
V 10 0	10 0	10 0	Banga 3 12 0	3 12 0	3 12 0	8 0	8 0	10 0	7 0 to 8 0	8 0	8 0	12 0 to 20 0	15 0 to 20 0	15 0	Tippera	24	Chittagong Division
W 9 0	9 0	10 0	Panga 4 8 0	4 8 0	4 0 0	7 8	7 8	7 8	7 0 to 8 0	7 0 to 8 0	7 0 to 8 0	10 0 to 20 0	10 0 to 15 0	10 0 to 20 0	Noakhali	25	Chittagong Division
X 10 0	10 0	10 4	Panga 3 12 0	3 12 0	3 10 0			8 0 to 9 0			8 0			10 0 to 15 0	Chittagong	26	Chittagong Division
															BIHAR		
Y 11 0	11 0	11 0	Panga. 3 8 0	3 8 0	3 7 0	1 0 to 5 0	4 0 to 5 0	4 0 to 5 0	4 8 to 5 0	4 8 to 5 0	4 8 to 5 0	6 0 to 7 0	6 0 to 7 0	6 0 to 7 0	Patna	27	Patna Division
Z 10 8	10 12	10 8	3 13 0	3 13 0	3 13 [illegible]	5 0 to 6 0	[illegible]	3 8 to 5 0	3 8 to 4 8	3 8 to 4 [illegible]	[illegible] 0 to 5 0	7 0 to 12 0	4 0 to 10 0	6 0 to 12 0	Gaya	28	Patna Division
a 10 8	10 12	10 8	3 13 0	3 11 6	3 13 6		4 11	4 11		[illegible] 0 to 6 0	4 0		7 8 to 9 6	7 8 to 9 6	Shahabad	29	Patna Division
b 10 8	10 8	10 12	2 12 9	3 12 0	3 11 0	3 12 to 5 10	3 12 to [illegible] 10	3 12 to 4 11	5 0 to 8 0	4 0 to 10 0	4 0 to [illegible] 0	7 8 to 11 4	7 8 to 10 0	7 8 to 10 0	Saran	30	Patna Division
c 10 0	10 8	10 8	4 0 0	3 13 0	3 12 0		4 0	1 0		4 8	4 8		[illegible] 8 to 6 8	5 5 to 6 8	Champaran	31	Patna Division
d 10 0	10 0	11 8	Panga [illegible] 9 0	3 13 0	3 7 0	3 0 to 4 0	3 0 to 1 0	[illegible] 0 to 4 0	3 0 to 4 0	3 0 to 1 0	3 0 to 4 0	6 0 to 8 0	7 0 to 8 0	6 0 to 8 0	Muzaffarpur	32	Patna Division
e 11 4	11 1	10 8	3 10 0	3 10 0	3 8 0		[illegible] 12 to [illegible] 0	5 12 to 5 0		3 0 to 5 0	5 0 to 5 0		3 12 to 12 0	3 12 to 12 0	Darbhanga	33	Patna Division
f 10 0	10 8	11 0	4 0 0	3 [illegible] 0	3 7 0		[illegible] 5 to [illegible] 0	4 11		6 0	1 0 to 6 0		7 8 to 15 0	7 8 to 9 8	Monghyr	34	Bhagalpur Division
g 11 0	11 0	10 0	Panga 3 10 0	3 10 0	3 12 0	5 10	6 8	6 8	5 0	5 [illegible]	5 0	7 8 to 18 12	6 0 to 10 0	6 0 to 10 0	Bhagalpur	35	Bhagalpur Division
h 10 0	10 8	10 8	Panga 3 12 0	3 12 0	3 12 0	4 11 to 7 8	4 11 to 7 5	4 11 to 7 8	4 0 to 6 0	4 0 to 6 0	4 0 to 6 0	12 0 to 15 0	12 0 to 1[illegible] 0	12 0 to 15 0	Purnea	36	Bhagalpur Division
i 10 0	10 0	10 0	Panga 3 14 0	3 11 0	4 0 0	6 0	6 0	7 0	6 0	6 0	6 0	10 0 to 1[illegible] 0	10 0 to 15 0	10 0 to 1[illegible] 0	Malda	37	Bhagalpur Division
10 0	9 8	10 0	karkatch 4 0 0	1 0 0	4 0 0												
j 10 0	10 8	10 0	Karkatch 3 12 0	3 12 0	3 12 0	3 12 to 4 1	3 12 to 4 8	4 0 to 4 8	4 0 to 6 0	4 0 to 6 0	[illegible] 0 to 7 0	7 8 to 18 12	[illegible] 8 to 18 12	9 0 to 22 8	Sonthal Parganas	38	Bhagalpur Division
															ORISSA		
k 12 0	12 0	10 12	Karkatch 3 2 0	3 2 0	[illegible] 0 0		5 1	5 10		[illegible] 6	5 0		7 8 to 18 12	7 8 to 18 12	Cuttack	39	Orissa Division
l 11 4	11 0	11 0	Panga. 3 9 0	3 9 6	3 8 0	5 10 to 9 9	5 0 to 7 8	[illegible] 10 to 6 9	4 0 to 7 0	4 0 to 9 0	[illegible] 0 to 7 0	9 6 to 15 0	9 6 to 15 0	9 6 to 15 0	Balasore	40	Orissa Division
m 13 0	13 5	13 4	Karkatch 3 0 0	3 0 0	3 0 0	6 0	4 8	6 0	6 0	5 8	6 0	9 0 to 11 0	7 8 to 9 0	9 0 to 11 0	Puri	41	Orissa Division
															CHOTA NAGPUR		
9 0	9 0	9 0	4 7 0	4 7 0	4 4 0	4 12 to 5 10	3 0 to 6 0	3 12 to 4 12	5 0 to 6 0	3 8 to 7 0	4 12 to 5 12	7 8 to 1[illegible] 0	5 8 to 1[illegible] 0	7 8 to 9 0	Hazaribagh	42	Chota Nagpur Division
9 8	9 8	9 8	Panga. 4 2 0	4 2 0	4 2 0	3 0	4 0	3 0	5 0	5 0	5 0	8 0	8 0	8 0	Ranchi	43	Chota Nagpur Division
9 12	9 9	9 4½				6 1-6	6 1 6	[illegible] 1 6	4 0 to 5 0	4 0 to 5 0	4 0 to 5 0	7 8 to 9 6	7 8 to 9 6	7 8 to 9 6	Palamau	44	Chota Nagpur Division
n 10 0	10 0	10 8	Panga 3 11 0	3 12 0	3 10 0		2 13 to 5 10	2 13 to 4 11		5 0 to 8 0	5 0 to 8 0		10 0 to 15 0	10 0 to 15 0	Manbhum	45	Chota Nagpur Division
	9 0	10 0		3 8 0	4 0 0		4 0	1 0		7 0	7 0		12 0	12 0	Singhbhum	46	Chota Nagpur Division

g. In the subdivisions the retail prices of salt per rupee are —Banka 10 seers, Madhipura 9½ seers, Supaul 10 seers
h. In the subdivisions the retail prices of salt per rupee are —Kishanganj and Araria 9 seers
i At Balia Nawabganj the retail price of salt (panga and karkatch) is 10 seers per rupee
j In the subdivisions the retail prices of salt per rupee are —Deoghur 10½ seers (panga), Godda 10 seers, Jamtara 11 seers Pakaur 11 seers (karkatch), Rajmahal 11 seers
k. In the subdivisions the retail prices of salt per rupee are — Jajpur 10 seers (panga), Kendrapara 10 seers (panga)
l. At Bhadrak the retail price of salt is 10 seers per rupee
m. At Khurda the retail price of salt is 11¼ seers per rupee
n. At Gobindpur the retail price of salt is 10 seers 10 chitaks per rupee.

Published for general information.

F. A. SLACKE,
Secretary to the Govt. of Bengal

PRICES-CURRENT (wholesale) of Food-grains, Firewood, &c.,

Number	Marts	Rice (best sort). Present return	Next preceding return	Corresponding return of last year	Common rice (mota chaul). Present return	Next preceding return	Corresponding return of last year	Wheat (Triticum sativum). Present return	Next preceding return	Corresponding return of last year	Barley (Hordeum vulgare). Present return	Next preceding return	Corresponding return of last year
1	2	3	4	5	6	7	8	9	10	11	12	13	14
		Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P
1	Calcutta	5 0 0	5 0 0	4 12 0	3 12 0	3 12 0	3 4 0	3 8 0	3 12 0	3 12 0	2 4 0	2 6 0	2 6 0
2	Burdwan	3 8 9	4 1 0	2 15 0	3 2 0	[illegible] 0	2 1[illegible] 0			3 4 0		–	–
3	Midnapore	Old 4 0 0 New 4 1 [illegible]	3 11 0	3 12 0	Old [illegible] 8 11 New 3 5 10	2 1[illegible] [illegible]	2 14 0		–			..	
4	Pabna	6 8 0	6 8 0	6 0 0	2 15 6	2 1[illegible] 0	2 7 3	2 10 6	2 10 6	2 5 0			–
5	Rangpur	5 0 0	5 0 0	4 6 0	3 8 0	3 8 0	2 10 0	3 8 0	3 8 0	3 0 0			–
6	Dacca	4 0 0	3 14 0	3 8 0	3 6 0	3 2 0	2 4 0	3 15 0	3 12 0	3 12 0			1 4 0
7	Chittagong			3 12 0	3 4 0	3 8 0	2 12 0					..	
8	Patna	3 4 0	3 4 0	[illegible] 12 0	2 7 0	2 5 0	2 3 6	2 10 0	2 [illegible] 0	2 7 0	1 14 0	1 12 0	1 11 0
9	Muzaffarpur	4 7 0	4 7 0	5 5 0	2 12 0	2 10 6	2 9 8	3 1 3	2 3 9	2 12 0	2 0 0	2 0 0	2 1 6
10	Bhagalpur	3 15 0	4 0 0	2 14 6	2 6 0	2 7 0	2 4 6	3 2 10	3 3 0	2 10 0	1 12 0	1 12 0	1 14 0
11	Cuttack	3 6 6	3 6 6	3 6 6	2 8 6	2 12 0	2 5 6	3 9 0	3 6 0	4 2 0	..	.	
12	Ranchi	3 3 0	3 1 4	5 0 0	2 6 6	2 5 6	3 13 0	3 10 0 to 3 6 6	3 10 0 to 5 6 6	3 10 0 to 5 2 6	3 5 3	2 10 0	

CALCUTTA,
The 8th January 1901

Juar or cholum (*Sorghum vulgare*).			Bajra or cumbu (*Pennisetum typhoideum*)			Marua or ragi (*Eleusine corocana*)			Gram, Chana, Chola, Kadalay, or Hunaga (*Cicer arietinum*)		
Present return.	Next preceding return.	Corresponding return of last year	Present return	Next preceding return	Corresponding return of last year	Present return	Next preceding return	Corresponding return of last year	Present return.	Next preceding return	Corresponding return of last year
15	16	17	18	19	20	21	22	23	24	25	26
Rs A P	Rs A P	Rs A P	Rs A P	Rs. A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs. A P.	Rs A P	Rs A P
2 2 0	2 10 0		2 8 0	2 12 0	[illegible] 12 0				3 4 0	3 0 0	2 8 0
	...		...			...		...	2 11 0	2 14 0	2 8 0
	...					...					...
...		...	...	...	...	...			8 5 0	3 5 0	2 1[illegible] [illegible]
...	...	...	...	...	...	...		...	3 4 0	3 4 0	3 0 0
...	...	...	...			...	...		3 2 0	3 2 0	2 8 0
...	...		...	...	...	...			3 11 0	4 0 0	4 0 0
1 [illegible] 0	1 10 0	1 12 0	...	...	...				1 15 0	1 15 0	1 15 0
...		...	...	...		[illegible] 8 6	1 8 [illegible]	1 11 6	2 8 0	2 8 0	2 8 6
...	...	...	...			...			2 8 0	2 9 0	1 15 6
...	...		...	...		...	...	...	3 2 0	2 11 0	2 0 6
...	...	...		...	...	...			[illegible] 1 0 to 3 5 3	3 1 0 to 3 5 8	2 10 6 to 2 13 3

PRICE PER MAUND OF

Indian corn or maize (*Zea mays*)			Arhar dal or Thur—Cajan pea (*Cajanus indicus*)			Linseed			Mustard and Rapeseed		
Present return	Next preceding return	Corresponding return of last year	Present return	Next preceding return	Corresponding return of last year	Present return	Next preceding return	Corresponding return of last year	Present return	Next preceding return	Corresponding return of last year
27	28	29	30	31	32	33	34	35	36	37	38
Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P
2 0 0	2 [illegible]	2 1[illegible]	1 0 0	4 1 [illegible]	1[illegible] 0	[illegible] 12 0	7 [illegible]	5 [illegible] 0	5 12 0	6 0 0	4 4 0
	...	...	1 7 [illegible]	1 [illegible]	[illegible] 0		[illegible]		6 [illegible] 0	7 8 0	4 5 0
...	.					6 [illegible] 0	6 [illegible] 0	1 [illegible] 0	6 12 0 / No import	Black mustard 6 [illegible] 0 / Rapeseed 5 14 0	4 4 0 to 4 12 0 / 3 [illegible] 0
			[illegible] 0	[illegible]	1 [illegible] 0	6 4 0	[illegible] 0	1 [illegible] 0	[illegible] 0	[illegible] 0	4 6 0
2 1[illegible] 0	[illegible] 1 0	[illegible] 0	0 0	[illegible]	[illegible] 0			...	6 8 0	6 8 0	[illegible] 0
	...		1 8 0	4 [illegible] 0	[illegible] 12 0			...			
...		...	5 [illegible] 0	5 [illegible] 0	1 1[illegible] 0				7 0 0	7 0 0	4 [illegible] 0
1 10 0	1 8 0	[illegible] 1 0	[illegible] 6 0	2 [illegible] 0	2 12 0	1 11 0	4 11 0	3 [illegible] 0	[illegible] 10 0	6 0 [illegible]	3 14 0
1 10 0	1 [illegible]	[illegible] 10	3 13 0	3 10 6	3 [illegible] 3			-		...	
1 12 0	1 1[illegible] 0	1 11 6	4 [illegible] 0	4 8	[illegible] 6	[illegible] 1 0	6 0 0	1 6 0	[illegible] 0 0	8 0 0	4 6 0
		...	[illegible] 3 0	3 3 [illegible]	14 [illegible]	...	...	...	6 0 0	6 2 6	3 12 0
...		...	5 0 6	5 [illegible]	[illegible] 0 0	5 0 0	[illegible] 0 0	[illegible] 0 0	7 4 3	7 4 3	5 14 9

40 STANDARD SEERS.

Til or Jinjili seed			Sugar (raw).			Cotton, cleaned			Ju[illegible]		
Present return	Next preceding return	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year	Present return	Next preceding return	Corresponding return of last year	Present return	Next preceding return	Corresponding return of last year
39	40	41	42	43	44	45	46	47	48	49	50
Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
5 1 0	5 8 0	4 1 0	4 12 0	4 12 0	4 [illegible] 0	18 0 0	18 0 0	16 0 0	4 12 0	[illegible] 0 [illegible]	[illegible] 9 0
			3 11 0	[illegible] 0 0	4 [illegible] 0			18 0 0	—	—	—
—			[illegible] 0 0 to [illegible] 8 0	4 8 0 to [illegible] 8 0	[illegible] 1 0	18 0 0 to 20 0 0	18 0 0 to 20 0 0	18 0 0 to [illegible] 0 0			
			[illegible] 0 0	5 0 0	1 5 0	[illegible] 0 0	21 0 [illegible]	[illegible] 0 0	[illegible] 0	1 0 0	5 [illegible]
—		—	[illegible] 0 0	6 [illegible] 0	[illegible] 4 0				4 4 0	[illegible] 1 0	[illegible]
—	—	—	[illegible] 12 0	[illegible] 0 0	6 1 [illegible]				[illegible] 8 0	1 1[illegible] 0	5 [illegible]
—			5 4 0	5 8 0	[illegible] 0 0	[illegible] 8 0	15 4 0	[illegible] 0 0			
4 10 0	1 14 0	[illegible] 12 0	1[illegible] 0	[illegible] 0 0	[illegible] 8 0	1[illegible] 0 0	17 0 0	[illegible] 0 0	[illegible] 0 0	[illegible] 0 0	[illegible] 0 0
—	—		3 [illegible] 0	[illegible]	2 9 [illegible]			—	—	—	—
—			1 0 0	4 0 0	3 8 0	2[illegible] 0 0	17 1[illegible] 0	20 0 0			—
3 8 0	3 10 0	3 1 0	4 8 0	4 8 0	[illegible] 12 0	2[illegible] 0 0	22 0 0	21 8 0			—
—	—		4 7 0 to 5 0 0	4 11 0 to 5 0 0	1 0 0 to 4 7 [illegible]	22 12 0	22 12 0	22 1[illegible] 0	—	—	—

STOCKS OF RICE IN AND AROUND CALCUTTA.

No. 16 Statistics.—The following is published for general information.

F. A SLACKE,
Secy. to the Govt. of Bengal.

Statement showing the Stocks of Rice in and around Calcutta during January 1901

Stock in hand as compiled on—

Names of Marts.	1st week of Jan 1900	1st week of Feb 1900	1st week of March 1900	1st week of April 1900	1st week of May 1900	1st week of June 1900	1st week of July 1900
	Mds	Mds	Mds	Mds	Mds	Mds	Mds
Beliaghata	2 10 000	3 11 0 0	4 18 [illegible]	4,50 [illegible]	[illegible]	5 38,00[illegible]	[illegible] 72 0[illegible]
Ultadanga	32 700	45 5[illegible]	41 3[illegible]	59 [illegible]	41 510	89 0[illegible]	49 2 0
Chitpur Gosalnee Kumartolly Hatkhola and Culpi Ghat	2 34 300	2 73 50[illegible]	2 [illegible] 90[illegible]	3 10 500	2 34 0[illegible]	2 [illegible] 9 50[illegible]	2 65 5[illegible]
Pathuriaghatta, Posta, and Jorabagan	4 800	6 3 0	8,100	[illegible] 900	5 400	4 930	3 910
Talvatnage, Huetla, Kidderpore, and Munshiganj	1 42 100	2 00 0[illegible]	2 [illegible]	2 62 500	2 [illegible]	1 [illegible]	1 2[illegible]
Minor bazars (1)	2[illegible] 000	[illegible]	[illegible] 40 [illegible]	[illegible]	[illegible]	2,10	[illegible]
Other retail shops (1)	[illegible]	[illegible]	[illegible]	[illegible]	2 [illegible]	[illegible]	2 60 [illegible]
Ramkristopur*	1,18 000	1 5[illegible]	1[illegible]	2 2 [illegible]	2 42 1[illegible]	2 0[illegible]	[illegible]
Baidyabati, Nawabganj, Bhadreswar and Chandernagore †	2 037	4[illegible]	6 0[illegible]	[illegible]	1 7[illegible]	11[illegible]	1 [illegible]31
Total	13 03 4[illegible]7	14,[illegible]	[illegible] 4 9[illegible]0	23[illegible]	[illegible]	20 57 [illegible]	19 94 731
On Railway premises on both sides of the river ‡	27 987 (on 3rd Jan. 1900.)	71 01[illegible] (on 2nd Feb 1900)	[illegible] (on [illegible] March 1900)	[illegible] (on [illegible] April 1900)	14 [illegible] (on [illegible] May 1900)	19 [illegible] (on [illegible] June 1900)	[illegible] (on [illegible] July 1900)
On boats not yet unloaded—							
By Port Commissioners' returns.	21 339 (1st to 3rd Jan 1900)	54 3[illegible]5 (1st to 3rd Feb 1900)	53 [illegible]33 (1st to 3rd March 1900)	40 783 (1st to 3rd April 1900)	33 42[illegible] (1st to 3rd May 1900)	[illegible] 415 (1st to 3rd June 1900)	3[illegible] (2nd to 4th July 1900)
By Canal returns	51 4[illegible]4 (1st to 3rd Jan 1900)	1,33,540 (1st to 3rd Feb 1900)	1 62,637 (1st to 3rd March 1900)	75 858 (1st to 3rd April 1900)	48 [illegible]58 (1st to 3rd May 1900)	22 140 (1st to 3rd June 1900)	[illegible]07 (2nd to 4th July 1900)
Grand Total of Stocks	13,64,3[illegible]7	17 49 666	19 57 717	25 [illegible]	23 [illegible]	21,48 170	2[illegible] 93 193

Names of Marts.	1st week of Aug 1900	1st week of Sep 1900	2nd week of Oct 1900	2nd week of Nov 1900	1st week of Dec 1900	1st week of Jan 1901
	Mds	Mds	Mds	Mds	Mds	Mds.
Beliaghata	[illegible] 49 000	5 48 0[illegible]	4 39 000	3 75 [illegible]	2 63,000	2,06 0[illegible]
Ultadanga	[illegible]2 4[illegible]	6[illegible] 5[illegible]	48 00[illegible]	34 5[illegible]	34 130	26 500
Chitpur Gosalnee Kumartolly Hatkhola and Culpi Ghat	2 67 500	2 57 500	2 11 500	1 65 700	1 38,200	1 46 900
Pathuriaghatta, Posta, and Jorabagan	3 900	3 400	3 000	2,500	2,500	3 700
Talvatnage, Huetla, Kidderpore, and Munshiganj	1 70 [illegible]0	1 64 2[illegible]	[illegible] 0[illegible]	6 7 0	49 930	80 000
Minor bazars (1)	2 4 [illegible]	2 4 [illegible]	40 [illegible]	3 4	2 40 00[illegible]	2 40 000
Other retail shops (1)	2 5[illegible]	2,[illegible]	2 5 000	2 50 [illegible]	2,[illegible] 000	2,50 000
Ramkristopur*	1 35 50	[illegible] 22 [illegible]	9[illegible]	95 500	76 500	68 200
Baidyabati, Nawabganj, Bhadreswar and Chandernagore †	1 160	4 425	775	3 502	5 400	4,0[illegible]
Total	17 [illegible]	16 58 025	13 86 3[illegible]5	12 11 4[illegible]2	10 42,000	10,23,535
On Railway premises on both sides of the river ‡	[illegible] (on [illegible] August 1900)	[illegible] (on 3rd Sept 1900)	6 464 (on 14th Oct 1900)	9 749 (on 5th Nov 1900)	38 140 (on 3rd Dec 1900)	31,068 (on 4th Jan. 1901)
On boats not yet unloaded—						
By Port Commissioners' returns.	2[illegible],413 (1st to 3rd August 1900)	25 001 (1st to 3rd Sept 1900)	33,659 (11th to 13th Oct. 1900)	36 8[illegible]6 (3rd to 5th Nov 1900)	39 804 (1st to 3rd Dec. 1900)	[illegible]2,793 (2nd to 4th Jan. 1901)
By Canal returns	73 466 (1st to 3rd August 1900)	48 650 (1st to 3rd Sept. 1900)	19 715 (on 11th to 13th Oct. 1900.)	48,954 (3rd to 5th Nov 1900)	31 793 (1st to 3rd Dec. 1900.)	84,3[illegible] (2nd to 4th Jan. 1901.)
Grand Total of Stocks	18,60,863	17,86,713	14,45,218	13,05,00[illegible]	11,[illegible]	11,[illegible]

(1) Estimated as a constant quantity.
* This mart is in the Howrah district, and the figures have been obtained by local enquiry.
† Figures furnished by the Collector of Hooghly.
‡ Figures furnished by the Railway authorities.

STATISTICAL DEPARTMENT,
The 8th January 1901.

F. A. SLACKE,
Secy. to the Govt. of Bengal.

Abstract of the Results of Meteorological Observations taken at the Alipore Observatory in the month of December 1900

	Inches.	Date.	Hour.
The mean pressure of the month ...	30 037		
The average pressure of December from 24 years' registers ..	30 027		
The highest pressure in the month	30 201	22nd	10
The lowest pressure in the month ..	29 818	4th	16
The range of pressure ..	0 353		
	Hours		
The total number of hours of bright sunshine during the month	248 2		
The maximum possible number of hours of sunshine ..	332 8		
	θ		
The mean temperature of the month	67 5		
The average temperature of December from 24 years' registers	68 0		
The highest temperature in the month ..	83 3	5th	
The lowest temperature in the month ..	54 8	10th	
The range of temperature during the month ...	28 5		
The mean daily range of temperature ...	22 0		
The greatest range of temperature in one day	26 3	4th and 10th	
	Per cent.		
The mean humidity of the month	73		
The average humidity of December from 24 years' registers ...	71		
	Inches		
The mean vapour tension of the month ...	0 481		
The average vapour tension of December from 9 years' registers	0 476		
The mean cloud proportion of the month ..	1 44		
The average cloud proportion of December from 23 years' registers ...	1 51		
	Inches		
The total rainfall of the month	0 05		
The total rainfall indicated by a Beckley's self-registering rain-gauge (mouth of the gauge about 52 feet above the ground)	0 04		
The average fall of December from 48 years' registers ...	0 23		
The greatest fall in 24 hours	0 05	28th	
	Days.		
The number of rainy days in the month	1		
The average number of rainy days in December from 24 years' registers ...	1		
	θ		
The mean maximum equilibrium temperature of solar radiation during the month	131 8		
The mean difference of sun and air temperatures ..	51 7		
The greatest sun temperature ..	135 8	5th and 8th	
The greatest excess of sun over air temperature ..	56 4	8th	
The mean temperature of the nocturnal radiation thermometer on woollen cloth	53·2		
The mean depression of the nocturnal radiation thermometer below the minimum air temperature at 4 feet above the ground	4 9		
The greatest depression of the nocturnal radiation thermometer below the minimum air temperature	6 1	8th	
	Miles.		
The mean movement of the wind per day ...	70 8		
The greatest movement of the wind in one day	117 0	12th	
The greatest movement of the wind in one hour ...	13 0	12th	1 to 2 P.M

The number of hours with winds from each of the 8 points—
* N 278, N E 38, E 11, S E 14, S 10, S.W 41, W 39, N.W. 197, Calm 96

The results of observations at the Alipore Observatory are not rigorously comparable with the registers of past years (at the Park Street Observatory). The barometer is about 3 feet higher at Alipore, and, other things being equal, reads therefore 003 lower The diurnal range of temperature is also greater at Alipore, and the mean temperature apparently about 2 3 θ lower, and, finally, the thermometer, which furnished the record of temperature at the Surveyor-General's Office during 20 years and upwards, is found to read 0 6 higher than the Kew Standard thermometer, which is the standard of reference at the present Observatory.

* The anemograph stopped on two days, hence there has been a deficiency in the wind direction for 20 hours

G. W. KÜCHLER,
For *Meteorological Reporter to the Govt. of India, and Director-General of Indian Observatories.*

METEOROLOGICAL OFFICE, GOVT. OF INDIA,
Alipore (Calcutta), the 7th January 1901.

Results of the Meteorological Observations taken at the Alipore Observatory from 30th December 1900 to 5th January 1901

Month.	Date.	Maximum in sun.	Number of hours of bright sunshine.	Mean pressure barometer at 32° Fahr.	Temperature. Mean	Maximum	Range.	Minimum	Hygrometry. Mean wet bulb.	Vapour tension.	Dew point.	Humidity	Wind. Prevailing direction	Miles recorded.	Rain.	Weather
		°		Inches	°	°	°	°	°	Inch	°	%			Inches	
1900 Dec	30th	127 8	7 6	30 029	65 8	76 2	18 0	58 2	60 6	0 462	56 7	74	N, NNW and NNE	73	Nil	Partially cloudy
„	31st	125 8	8 7	002	65 5	77 0	20 9	56 1	60 0	449	55 9	73	NNE and N	78	„	Chiefly clear, ⌂
1901 Jan	1st	129 6	7·6	29 979	66 8	78 5	21 5	57 0	69 9	460	56 3	71	NNE, NNW, and N	123	„	Partially cloudy ⌂
„	2nd	94 8	Nil	968	63·9	66 5	5 7	60 8	61 5	517	59 9	87	NNW and N	90	„	Cloudy, o g
„	3rd	79 8	„	·975	65·0	66 5	5 3	61 2	63 6	572	62 7	93	N and NE	40	0 13	Cloudy, o d p
„	4th	80 8	„	·968	64 9	64 0	2 5	61 5	63 6	575	62 9	94	N and NNF	79	0 80	Cloudy, o g d p
„	5th	130 3	4 9	·970	65 8	72 4	11 3	61 1	63 2	546	61 4	87	NE by N and NNW	70	0 10	Chiefly cloudy, o, g p

	Inches.
The mean pressure of the seven days ...	29 981
The average pressure of the corresponding period for 24 years, Surveyor-General's Office ...	30 029
	Hours.
The total number of hours of bright sunshine ...	28 8
The maximum possible number of hours of sunshine ...	75 2
	°
The mean temperature of the seven days ...	65 4
The average temperature of the corresponding period for 24 years, Surveyor-General's Office ...	67 1
The extreme variation of temperature ...	22 4
The maximum temperature ...	78 5
	Miles.
The highest velocity of the wind in one hour ...	14?
	%
The mean relative humidity ...	83
The average relative humidity of the corresponding period for 24 years, Surveyor-General's Office ...	71
	Inches
The total fall of rain from 30th December 1900 to 5th January 1901 ...	1 03
The average fall of the corresponding period for 24 years, Surveyor-General's Office ...	0 04
The total fall from 1st January 1900 to 5th January 1901 ...	90 35
The average fall of the corresponding period for 24 years, Surveyor-General's Office ...	65 28

The mean pressure, temperature, &c, are deduced from the traces of the Barograph and Thermograph.

The maximum and minimum temperatures are obtained from self-registering thermometers. All the thermometers are verified and the readings have been corrected to a standard constructed and verified at the Kew Observatory They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground.

The barometer readings are corrected approximately to those of the standard, Newman's No 86, formerly at the Surveyor-General's Office

The hygrometric elements are obtained from Tables III, IV, and V of the official tables computed in the Meteorological Office, and based on Regnault's modifications of August's formula

The directions and the movement of the wind are taken from the trace of a Beckley's anemograph.

The mouth of the rain-gauge is one foot above the ground.

	Ins.
N B —The total fall from 1st January to 31st December 1900	89 32
The average fall of the corresponding period for 24 years, Surveyor-General's Office	65 24

⌂, dew, o, overcast, g, gloomy, d, drizzling rain, p, passing temporary showers.

METEOROLOGICAL OFFICE, GOVT OF INDIA,
Alipore (Calcutta), the 7th January 1901.

G. W. KÜCHLER,
For Meteorological Reporter to the Govt. of India, and Director-General of Indian Observatories.

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT

Approximate Return of Traffic on the Circular and Eastern Canals for the week ending Saturday, the 22nd December 1900, as compared with the corresponding week of the previous year.

Nature of Cargo	Week ending Saturday the 22nd December 1900			Week ending Saturday the 23rd December 1899		
	Number of boats	Weight of cargo	Tollage	Number of boats	Weight of cargo	Tollage
	No	Mds	Rs	No	Mds	Rs
Rice and paddy	729	1 03,000	1,588	1,110	1,11 600	1,644
Jute	243	1,04,760*	1,637	132	64,800	942
Firewood	62	62 875	820	59	43 950	672
Other articles	753	1,66 987	2 295	805	1,93,700	2,560
Total	1,787	4,37,622	6,340	2,106	4 14,050	5,808

* Weight by canal measurement—[illegible] 0,5 maunds

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT

Approximate Return of Traffic on the Circular and Eastern Canals for the week ending Saturday, the 29th December 1900, as compared with the corresponding week of the previous year

Nature of Cargo	Week ending Saturday the 29th December 1900			Week ending Saturday the 30th December 1899		
	Number of boats	Weight of cargo	Tollage	Number of boats	Weight of cargo	Tollage
	No	Mds	Rs	No	Mds	Rs
Rice and paddy	977	1,38 875	2,181	1,196	1 64,975	2 584
Jute	200	87,300*	1,812	196	91 800	1,505
Firewood	71	53,875	821	88	75 550	1,133
Other articles	755	1,75,830	2,307	611	1,35,325	1,831
Total	2,003	4,50,880	6,621	2,086	4,67,650	7,053

* Weight by canal measurement—79,837½ maunds

BENGAL CENTRAL RAILWAY COMPANY, LIMITED.

Abstract of principal Commodities carried over the Bengal Central Railway during the month of October 1900 as compared with the same month of previous year.

Articles.	1900 Up.	1900 Down	1899 Up	1899 Down	Total 1900	Total 1899	Increase.	Decrease
	Tons	Tons.	Tons	Tons	Tons	Tons	Tons	Tons
Animals								
Apparel including drapery haberdashery millinery uniforms accoutrements, boots and shoes	2	2			4		4	
Coal and Coke carried for the Public and Foreign Railways	781		1 001	11	781	1,072		291
Cotton raw	1		2	1	1	3		2
Cotton, manufactured—								
Twist and yarn, European	38		40		38	40		2
Ditto Indian	3		4		3	4		1
Piece-goods, European	70	1	47		71	47	24	
Ditto, Indian	3		1		3	1	2	
Others								
Chemicals excepting saltpetre								
Drugs—								
Intoxicating other than opium								
Non intoxicating—								
Medical preparations								
Others	6	1	1		7	1	6	
Dyes and Tans—								
Indigo								
Myrabolams								
Cutch								
Turmeric	4	30	6	8	43	14	29	
Alizarine and Aniline Dyes								
Al (Morinda Citrifolia)								
Tanning Barks								
Others	1				1		1	
Fodder—								
Oilcake	67	20			87		87	
Hay straw and grass								
Fruits and vegetables fresh	10	63			73		73	
Grain and Pulse—								
Wheat	1				1		1	
Rice in the husk	61	22	20	23	83	43	40	
Do not in the husk	31	938	21	2,811	969	2,832		1 863
Jawar and bajra								
Gram and pulse	95	108	38	539	203	577		374
Wheat flour	36	3			39		39	
Others								
Hides and Skins—								
Hides of cattle—								
Dressed or tanned / Raw		56		18	56	18	38	
Skins of sheep and other animals—								
Dressed or tanned / Raw		9		1	9	1	8	
Horns								
Hemp (Indian) and other fibres excluding jute				37		37		37
Jute—								
Raw		21 250		8 406	21,256	8,466	12 700	
Gunny bags and cloth	36	4	46	1	40	47		7
Lac								
Leather—								
Unwrought								
Wrought excepting boots and shoes			1			1		1
Liquors—								
Ale and beer								
Spirit of all kinds including country spirit								
Wine	1		1		1	1		
All other sorts including toddy and fermented liquor, other than ale and beer								
Metals—								
Copper, unwrought								
Brass, ditto								
Copper, wrought								
Brass ditto	6	2	1	5	8	6	2	
Iron and steel—								
Cast	8		7		8	7	1	
Unwrought			1			1		1
Wrought	66	2	5		68	5	63	
Manufactures	2		2		2	2		
Others	64	21	12	12	85	24	61	
Oils—								
Kerosine	173	1	119	13	174	132	42	
Castor								
Cocoanut	16	1	9		17	9	8	
Mustard and rape	76	2	34		78	34	44	
Others	9				9		9	
Oilseeds—								
Linseed		10		56	10	56		46
Rape and mustard	122		18	19	122	37	85	
Til or jinjili				30		30		30
Poppy								
Earth-nuts								
Castor								
Others		8			8		8	
Opium								
Paper and Pasteboard	5		9		5	9		4
Provisions—								
Ghee	2		2		2	2		
Dried fruits and nuts		38		58	38	58		20
Others	3	6	21	43	8	64		56

Articles.	1900.		1899		Total.		Increase.	Decrease.
	Up.	Down.	Up	Down.	1900.	1899		
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons	Tons	Tons.
Railway plant and rolling-stock carried for the Public and Foreign Railways—								
Locomotives, engines, and tenders, and parts thereof.	...	...	...	...	...	...	...	...
Carriages and trucks, and parts thereof ...		...	...	...	...	...	...	...
Materials—								
Steel rails and fish-plates		...		...	...	...	...	...
Sleepers and keys of steel and cast-iron		...		...	...	...	...	...
Other sorts	...	...		...	...	...	...	...
Salt	342	1	230		343	230	113	
Saltpetre and other saline substances—								
Saltpetre		...		...				...
Other saline substances	...	...		...	...	...	...	...
Silk, raw—								
Foreign		...		...	...		...	...
Indian	...	...			...	...		...
Silk, piece-goods—								
Foreign	...	...		...	...	...		
Indian	...							
Spices—								
Betel-nuts		1,505		1 071	1,505	1 701	524	...
Pepper	...				...		...	...
Ginger								...
Chillies	23	11	9	8	34	17	17	...
Cardamoms		...	...					...
Others	2		1	10	2	11		9
Stone and lime	18	30	1	11	40	15	31	...
Sugar—								
Refined or crystallised, including sugar candy	52	3	27	15	5[illegible]	42	13	
Unrefined—								
Sugar	10	36	1	6	46	7	39	
Gur rab, molasses, jaggory, and other saccharine produce.	2	1			3		3	...
Tea—								
Foreign		...		...				
Indian ...			...	...		...		
Tobacco—								
Unmanufactured	84	56	45	40	140	85	55	...
Manufactured—								
Cigars	...						...	...
Other sorts	1		1		1	1	...	...
Wood—								
Timber unwrought ...	57	1	32	1	58	33	25	
Manufactures	2	15		...	17		17	...
Wool raw ...		...					...	...
Wool, Manufactured—								
Carpets and rugs ...								...
Piece-goods, European							...	...
Ditto, Indian			...					
Other sorts of manufactures ...								...
All other articles of merchandise ...	259	99	146	137	358	283	10[illegible]	
Total	2 678	24,461	2 022	13 454	27,139	15,476	14,407	2,744

T SIDDLE,
Chief Auditor and Accountant.

CALCUTTA, *the 3rd January 1901*

SEGOWLIE-RAKSAUL BRANCH RAILWAY

Statement of Goods Traffic for the month of September 1900, compared with the corresponding period in 1899

Description of Goods.	1899		1900		Increase		Decrease.	
	Mds.	Rs.	Mds	Rs.	Mds.	Rs	Mds	Rs.
I.—Apparel including drapery haberdashery millinery, uniforms accoutrements boots and shoes								
II.—Coal and Coke carried for the Public and Foreign railways.			7	1	7	1		
III.—Cotton—								
1 Raw			297	16	207	16		
2 Manufactured—								
(a) Twist and yarn European	60	2					60	2
(b) Twist and yarn Indian	64	2	549	33	485	31		
(c) Piece-goods European	291	14	1,681	108	1 390	94		
(d) Piece-goods Indian	315	16	1,338	83	1,025	67		
(e) Others								
IV.—Chemicals, excepting saltpetre								
V.—Drugs—								
1 Intoxicating other than opium								
2. Non intoxicating—								
(a) Medicinal preparations								
(b) Others	5	1	43	3	38	2		
VI.—Dyes and Tans—								
1 Al (Morinda citrifolia)								
2 Alizarine and aniline dyes								
3 Cutch								
4. Indigo			14	1	14	1		
5 Myrabolams								
6 Tanning barks			5	1	5	1		
7 Turmeric								
8 Others								
VII.—Fodder—								
1 Oil-cake								
2 Hay straw and grass								
VIII.—Fruits and vegetables, fresh			7	1	7	1		
IX.—Grain and Pulse—								
1 Gram and pulse			11 817	233	11,817	233		
2 Jawar and bajra								
3 Rice in the husk	53	1	3 830	78	3 777	77		
4 Rice not in the husk	6	1	2 814	46	2,808	45		
5 Wheat			448	7	448	7		
6 Wheat-flour			17	1	17	1		
7 Makai								
8 Others	30	1	3 407	75	3 377	74		
X.—Hides and Skins—								
1 Hides of cattle—								
(a) Dressed or tanned								
(b) Raw			4	1	4	1		
2. Skins of sheep and other animals—								
(a) Dressed or tanned								
(b) Raw	8	1	52	2	44	1		
XI.—Horns								
XII.—Hemp (Indian) and other fibres excluding jute								
XIII.—Jute—								
1 Raw								
2. Gunny-bags and cloth	115	4	337	22	222	18		
XIV.—Lac								
XV.—Leather—								
1 Unwrought								
2 Wrought excepting boots and shoes								
XVI.—Liquors—								
1 Ale and Beer								
2. Spirits of all kinds including country spirits								
3 Wine			1	1	1	1		
4. All other sorts, including toddy and fermented liquor other than ale and beer								
XVII.—Metals—								
1 Brass unwrought			4	1	4	1		
2 " wrought	24	1	133	8	109	7		
3 Copper, unwrought								
4 " wrought	13	1	7	1			6	
5 Iron and steel—								
(a) Cast			38	2	38	2		
(b) Unwrought								
(c) Wrought			196	11	196	11		
(d) Manufactures	509	23	77	8			[illegible]	[illegible]
6. Others			46	3	46	3		
XVIII.—Oils—								
1. Kerosine			1,441	66	1,441	66		
2. Castor			89	3	89	3		
3 Cocoanut								
4. Mustard and rape								
5. Others			3	1	3	1		

Description of Goods.	1899.		1900.		Increase.		Decrease.	
	Mds	Rs	Mds	Rs	Mds.	Rs.	Mds	Rs
XIX.—Oilseeds—								
1 Castor								
2 Earthnuts								
3 Linseed	226	3	3,941	103	3,715	100		
4. Poppy								
5 Rape and mustard			2,076	56	2,076	56		
6 Til or jinjili								
7 Others	[illegible]	46	446	12			1,404	34
XX.—Opium								
XXI.—Paper and pasteboard			4	1	4	1		
XXII.—Provisions—								
1 Dried fruits and nuts			27	22	27	22		
2. Ghee			6	1	6	1		
3. Others			826	35	826	35		
XXIII.—Railway plant and rolling stock carried for the public and foreign railways—								
1 Locomotive engines and tenders and parts thereof								
2 Carriages and trucks and parts thereof								
3. Materials—								
(a) Steel rails and fish plates								
(b) Sleepers and keys of steel and cast iron								
(c) Others								
XXIV.—Salt	370	3	4,172	170	3,802	167		
XXV.—Saltpetre and other saline substances								
1 Saltpetre								
2 Other saline substances								
XXVI.—Silk—								
1 Raw—								
(a) Foreign								
(b) Indian	5	1					5	1
2 Piece-goods—								
(a) Foreign								
(b) Indian								
XXVII.—Spices—								
1 Betelnuts	12	1	183	10	171	9		
2. Cardamoms								
3 Chillies			36	2	36	2		
4. Ginger								
5 Pepper	122	5	282	18	160	13		
6 Others	41	2	3[illegible]6	17	262	15		
XXVIII.—Stone and lime								
XXIX.—Sugar—								
1 Refined or crystallized including sugarcandy			240	10	240	10		
2 Unrefined—								
(a) Sugar								
(b) Gur, rab, jaggree, molasses and other saccharine produce.								
XXX.—Tea—								
1 Foreign								
2 Indian								
XXXI.—Tobacco—								
1 Unmanufactured			139	7	139	7		
2. Manufactured—								
(a) Cigars			16	1	16	1		
(b) Other sorts			6	1	6	1		
XXXII.—Wood—								
1 Timber unwrought								
2. Logs			326	—61	326	—61		
3 Poles								
4. Manufactures			3	1	3	1		
XXXIII.—Wool—								
1 Raw								
2 Manufactured—								
(a) Carpets and rugs								
(b) (c) Piece-goods {European / Indian}	32	2	13	1			19	1
(d) Other sorts of manufactures								
XXXIV.—All other articles of merchandise—								
1. Indigo-seed								
2. Firewood								
3. Others not specified above	266	18	774	70	508	57		
Total	4,497	144	42,522	1,286	40,031	1,200	2,066	58

CHARLES YOUNG,
Offg. Auditor of Accounts.

GORAKHPUR, *the 3rd January 1901*

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY

Approximate Return of Traffic for week ended 22nd December 1900, on 1,887·09 miles open.

	Coaching Traffic		Merchandise and Mineral Traffic.		Other earnings (estimated)	Total earnings.	Traffic Train-miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise.	Total
		Rs A P	Mds. S	Rs A P	Rs A P	Rs A P			
Total Traffic for the week	324 139	3 92,144 5 0	85 94 466 20	(a) 10 10 003 1 0	21,273 0 0	14,24,020 0 0	106,248	196,790	303,038
Or per mile of Railway		213 7 4		550 1 9	11 9 4	775 2 5			
For previous 24 weeks of half year	8 532 815*	93,47 214 2 0*	11,24,83 311 0†	2 05,92,492 1 0 †	5,37,021 0 0‡	3,04,76,727 3 0	2,573,811§	4,336,466§	6,910,276
Total for 25 weeks	8 856,954	97,39 358 7 0	12,10 77,777 20	2 16 03,005 2 0	5,58 294 0 0	3,19 00,747 9 0	2,680,059	4,533,256	7 213,315
COMPARISON									
Total for corresponding week of previous year	321 939	3 94,771 6 3	49,80 448 0	10 52 805 2 10	40 962 15 4	14,88,539 8 4	101,083½	191,402½	292,485½
Per mile of Railway corresponding week of previous year		230 12 4		615 0 11	23 1 2	870 2 5		.. ..	
Total for corresponding 25½ weeks of previous year	8 089,239	87,34 600 4 9	11,38,31 606 20	2,16,46 088 1 9	7,44 017 2 9	3,13,24,706 9 3	2,429,041½	4,465,784	6,894,825½

(a) The decrease is chiefly due to heavier upward despatches of food-grains in the corresponding period of 1899

* Added No of passengers 13 964 and Rs 13 711 }
† Deducted Mds 3 75 531 and added ,, 10 131 } On account of difference between the approximate and audited figures for the week ended 10th November and
‡ Added ,, 2,182 } supplemental figures for 30th September 1900
§ Audited figures up to 10th November 1900

1900. *Abstract of progressive weekly returns of all earnings for 1900 in comparison with 1899*

Open mileage	Period	Coaching Traffic.		Merchandise and Mineral Traffic		Other earnings	Total	Per mile of railway	Train mileage.	
		No of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs A P
1,886·15	Week ended 7th July ‡	120 0[illegible]	4 6[illegible] 6 2	[illegible] 60 0[illegible]	9 26,211	21,[illegible]	14,16,727	772	308 408	4 9 6
1,886 15	,, ,, 14th ,, ‡	382,035	3 [illegible]5 9[illegible]	40 [illegible]3 [illegible]41	9 21 6 9	22 241	13 19 [illegible]	719	297 447	4 7 0
1,887 09	,, ,, 21st ,, ‡	357,210	3 83 743	47 94 [illegible]12	8,[illegible]5,1[illegible]0	19,[illegible]04	12 58 426	685	297 511	4 3 8
1,887 09	,, ,, 28th ,, ‡	344 710	3 46,113	56 [illegible]	9 27,000	19 37[illegible]	12 92,509	704	204,959	4 6 1
1,887·09	,, ,, 4th Aug ‡	362 321	4 [illegible]1 7[illegible]	4[illegible] 1[illegible] [illegible]3	8,21 084	18,807	12 92 [illegible]76	704	290 426	4 7 1
1 887·09	,, ,, 11th ,, ‡	307 079	1 02 027	30 05 7[illegible]7	8[illegible] ,762	21,163	12 [illegible]	684	293 475	4 4 6
1,887 09	,, ,, 18th ,, ‡	341 387	3 61 0[illegible]7	44 25 730	7 51 0[illegible]0	19 290	11 30 247	620	283,[illegible]13	3 15 11
1,887 09	,, ,, 25th ,, ‡	321 9[illegible]5	3 31 105	46 00,273	7 62 206	24,[illegible]	11 19 7[illegible]	610	276 803	4 0 8
1,887·09	,, ,, 1st Sept ‡	334 175	[illegible]01 [illegible]	[illegible] 32,076	7 85 3[illegible]	21 04[illegible]	12,07,180	657	277,093	4 5 6
1 887 09	,, ,, 8th ‡	410 012	4 27 [illegible]36	47 58,3[illegible]	8 04 [illegible]00	21 656	12 57 481	684	291 711	4 5 0
1,887·09	,, ,, 15th ‡	300 111	3 65,0[illegible]	[illegible] 41 478	7 [illegible]	15 929	11,79,[illegible]23	642	29[illegible] 101	4 2 9
1,887·09	,, ,, 22nd ‡	308 288	3,24 [illegible]81	3[illegible] 3[illegible] 0[illegible]	6 03 623	17 806	[illegible]46 007	515	274,080	3 7 2
1 887 09	,, ,, 29th ‡	372 [illegible]70	3 93 337	40 31 061	[illegible]	22 [illegible]31	10 [illegible]	590	259,468	4 3 2
1 887·09	,, ,, 6th Oct ‡	[illegible] 442	3 82 648	35 51 02	6 70 [illegible]	19 [illegible]	10,72,[illegible]	584	206,720	4 0 4
1,887·09	,, ,, 13th ‡	33[illegible] 354	3,[illegible]	41 [illegible] 17[illegible]	7,80 794	19 194	11 75 348	640	273 980	4 4 11
1,887·09	,, ,, 20th ,, ‡	344 107	3 96 580	56 39 074	10,00 9[illegible]	23,854	14 26,396	776	284,087	5 0 2
1,887 09	,, ,, 27th ,, ‡	390 7[illegible]	3 [illegible] 070	48, [illegible]2 00[illegible]	8,51 [illegible]	22 494	12,19 050	664	2[illegible] 832	4 8 2
1,887·09	,, ,, 3rd Nov ‡	308 111	4 22 077	51 7[illegible] 5[illegible]	9 61,942	21 118	14,08,117	766	300,3[illegible]	4 11 0
1,887·09	,, ,, 10th ,, ‡	(a)43[illegible] 8[illegible]0	4 82 540	49 07 1[illegible]	9 65 881	[illegible] 4[illegible]	15,00 509	817	298,[illegible]80	5 0 6
1,887 09	,, ,, 17th ,,	352 805	3,9[illegible] 5[illegible]9	5[illegible] 31 [illegible]48	9 77 049	24 96[illegible]	14,00,864	763	284 910	4 13 7
1,887·09	,, ,, 24th ,,	348 9[illegible]	4 07 940	50 23 704	9,47 180	24,010	13,79 130	751	291 800	4 11 8
1,887·09	,, ,, 1st Dec	332 150	3 68 048	58 [illegible] 365	9 67 603	23 [illegible]19	13,58 860	740	288 260	4 12 0
1,887·09	,, ,, 8th ,,	327 833	3 73 48[illegible]	59 92 387	9 74 168	20 [illegible]87	13,69,435	746	205 082	4 10 1
1 887·09	,, ,, 15th ,,	331 750	3 79,108	54 14 400	9 97 061	21 878	13 97 047	760	304,083	4 9 3
1,887·09	,, ,, 22nd ,,	324 139	3 92,144	85 94 467	10 10 003	21 273	14,24 020	775	303,038	4 11 5
	Totals up to date ..	8,856,954	97,39,358	12 10,77 778	2,16,03 005	5 58,294	3,19,00,747	695	7,213,312	4 6 9

Abstract of progressive weekly returns of all earnings for 1900 in comparison with 1899—concluded 1899

Open mileage	Period	No of passengers	Rs	Mds.	Rs	Rs	Rs	Rs.	No.	Rate. Rs A P
1,710·67	8 days of July	425 807	4,54 371	45,30 139	8,06 060	16 693	12 77,124	747	307,818	4 2 5
1,710·67	Week ended 15th July	303 619	3 51 990	43 17 620	6,67 306	13 110	10,52,402	615	254,918	4 2 1
1,710·67	,, ,, 22nd ,,	340,546	3,37 013	35 1[illegible] 074	6 04,241	13 06[illegible]	9,58,338	560	236,052	4 1 0
1,710·67	,, ,, 29th ,,	305,660	3,05,455	34 23 200	5 78,387	12 912	8,96,754	524	235 652	3 15 11
1,710·67	,, ,, 5th Aug	308,202	3 31 8[illegible]	39 51 31[illegible]	6 39 140	14 859	9,85 551	576	243,941	4 0 8
1,710·67	,, ,, 12th ,,	319 039	2 91 993	37 2[illegible] 186	6 43 661	13,916	9,49 569	555	244,678	3 14 1
	Adjustments on account of previous period				1 70,137*	45 886†	2,15 963			
1,710·67	,, ,, 19th ,,	306 970	2 91 935	30 40 58[illegible]	6 57 5[illegible]	22 761	9 72 295	568	243 174	4 0 0
1,710·67	,, ,, 26th ,,	318 596	2 78 251	41 91 909	6,80 028	24 138	9,81 417	590	240,401	3 15 7
1,710·67	,, ,, 2nd Sept ..	289 203	2 76 502	4[illegible] [illegible]1 418	7 70,919	21 518	10 69 939	625	206,679	4 5 1
1,710·67	,, ,, 9th	291 974	2 67 986	46,73 914	8 16 056	22 599	11,06,041	647	264,104	4 3 1
1,710·67	,, ,, 16th ,,	316 413	3 31 326	44 47 736	8 50 349	21 371	12,04 046	704	277 [illegible]38	4 4 6
1,710·67	,, ,, 23rd ,,	345 177	3 74,256	43 67 571	9 12 071	21,802	13,09 129	765	266,475	4 9 1
1,710·67	,, ,, 30th ,,	326 546	3,33 116	52 84 751	9 51 503	19 860	13 04,480	763	266,198	4 5 11
1,710·67	,, ,, 7th Oct.	337 448	3 64,030	46 70 178	9,56 785	29 462	13,50,286	789	266,359	4 8 5
1,710·67	,, ,, 14th ,,	331,368	3,52 629	47 9[illegible] 337	8 89,085	31 059	12 73,773	744	264,168	4 7 6
1,710·67	,, ,, 21st ,,	293,401	3 42,079	46 00 597	9 03,951	24,069	12,70 098	743	253,407	4 8 0
1,710·67	,, ,, 28th ,,	305 345	3 83,091	53 31 959	10 09 143	32 810	14 25 [illegible]34	833	307,381	4 10 5
1,710·67	,, ,, 4th Nov	279 671	3,61,869	46 98 427	9 89,570	27,227	13,88,666	812	290,666	6 10 5
1,710·67	,, ,, 11th ,,	(a) 327,308	3,95,112	45 83 451	9 43 262	74,838	14,13,202	827	295,648	4 15 6
1,710·67	,, ,, 18th ,,	341,040	3,63,256	46 89 459	9 99 174	35,811	13,98 241	817	295,780	4 12 5
1,710·67	,, ,, 25th ,,	336,813	4,06,248	52,44 857	10,84,660	36 645	15,27,453	893	293,144	5 3 3
1,710·67	,, ,, 2nd Dec.	311,474	3,67 005	49,50 163	10,59 913	31,193	14,58,011	852	292,235	5 3 3
1,710·67	,, ,, 9th ,,	300,129	3,90 386	49 [illegible]	10 76,811	34,480	15,01,667	878	298,470	5 0 6
1,710·67	,, ,, 16th ,,	330,193	3,67,545	51 88 861	10,90,018	39 155	15,96 718	898	291,834	5 4 4
1,710·67	,, ,, 23rd ,,	321,939	3,94 771	49,80,448	10,52 805	40,962	14,88,539	870	292,485	5 1 5
	Totals up to date	8,089,239	87,34,600	11,38 31,606	2,16,46,088	7,44 017	3,13,24,705	726	6,894,825	4 6 6

* Audited figures
† Rs. 1,70,137—Added on account of rebate on coal deducted from returns from 1st July to 12th August 1899.
‡ ,, 45,886— Ditto ditto of mileage and demurrage not having been included in returns from 1st July to 12th August 1899.
(a) Inclusive of supplemental figures for the quarter ended 30th September

TARKESSUR BRANCH RAILWAY

Approximate Return of Traffic for the week ended 22nd December 1900 on 22 23 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Md s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	17 273	4 010 8 0	[illegible] 30	756 0 0	6 0 0	4 772 8 0	1 007	181	1,188
per mile of railway		180 6 7		34 0 1	0 4 4	214 11 0			
For previous 24 weeks of half year	*498 152	*1 16 785 10 0	†5 01 005 27	†16 297 15 0	‡266 0 0	1 33 349 9 0	§25,389	§3,007	28 396
Total for 25 weeks	515 425	1 20 796 2 0	5 [illegible],520 10	17,053 15 0	272 0 0	1 38 122 1 0	26 396	3 188	29 584
Comparison									
Total for corresponding week of previous year	14 228½	3,274 13 8	[illegible] 435 20	578 3 0	11 2 3	3 864 1 11	1,033	155	1 188
Per mile of railway corresponding week of previous year		147 5 0		26 0 [illegible]	0 8 0	1,[illegible] 11 2			
Total for corresponding 25½ weeks of previous year	481 756½	1 13 958 3 7	5,26 463 0	14 155 13 0	298 2 0	1 28 412 0 7	27 029	4 290	31 319

* Added No. of passengers 1,327 and Rs 58 }
† Deducted Mds 2,208 " 2 } On account of difference between the approximate and audited figures for the week ended 10th November and supplemental figures for 30th September 1900
‡ Added " 8 }
§ Audited figures up to 10th November 1900

1900 *Abstract of progressive weekly returns of all earnings for 1900 in comparison with 1899*

Open mileage	Period	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total	Per mile of railway	Train mileage	
		Number of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs A P
22 23*	Week ended 7th July	29 128	[illegible]	9 631	3[illegible]	7	7 04[illegible]	317	1 188	5 14 11
22 23*	" 14th	3[illegible]	7 45[illegible]	12,537	4[illegible]	7	[illegible] 118	3[illegible]6	1 296	6 1 9
22 23*	" 21st	19 0[illegible]	4 50	9 846	441	10	5 2[illegible]	23[illegible]	1 188	4 6 9
22 23*	" 28th	11 106	4 5 0	19 015	4[illegible]	10	6 022	226	1 188	4 3 8
22 23*	" 4th Aug	18 [illegible]4	1 1[illegible]	8 98	3[illegible]	5	4 864	210	1 189	4 1 6
22 23*	" 11th	13 867	4 710	19 074	428	6	5 184	214	1 188	4 5 11
22 23*	" 18th	15 [illegible]	[illegible]	6 705	288	4	3 901	1[illegible]1	1 188	3 8 3
22 23*	" 25th	13 3[illegible]7	[illegible]	8 183	37	11	3 655	164	1 188	3 1 3
22 23*	" 1st Sept	1[illegible]	3[illegible]	8 745	3[illegible]	6	[illegible]70	179	1 188	3 5 6
22 23	" 8th	18 701	4 130	6 931	275	7	4 712	213	1 188	3 15 6
22 23*	" 15th	2[illegible] 670	[illegible]	3 148	386	7	5,113	230	1 188	4 1 10
22 23*	" 22nd	12 4[illegible]7	2 8[illegible]	4 644	214	11	3 057	138	1 188	2 9 2
22 23*	" 29th	1[illegible] 731	4 04	10 008	4[illegible]	7	4 610	20[illegible]	1 2[illegible]	3 12 5
22 23*	" 6th Oct	[illegible]	4 [illegible]	18 04[illegible]	731	6	5 73[illegible]	2[illegible]8	1 01[illegible]	5 10 7
22 23*	" 13th	20 7[illegible]0	4 [illegible]8	20 136	8[illegible]	10	5 773	2[illegible]	1 10[illegible]	5 4 0
22 23*	" 20th	21 12[illegible]	4 [illegible]	18 [illegible]27	1 [illegible]	10	6 037	2[illegible]	1 188	5 9 5
22 23*	" 27th	21 [illegible]0	[illegible]103	23 530	1 [illegible]	4	6 204	270	1 188	5 5 7
22 23*	" 3rd Nov	2[illegible] [illegible]0	[illegible]	25 290	1 [illegible]	8	7 080	318	1 188	5 15 4
22 23*	" 10th	(a)28 531	6 890	21 921	1[illegible]	93	7 927	3[illegible]7	1 188	6 10 9
22 23	" 17th	32 029	5 181	49 704	1 1[illegible]	7	6 5[illegible]8	28[illegible]	1 188	5 5 4
22 23	" 24th	31 598	5 10[illegible]	61 467	1 3[illegible]	7	6 46[illegible]	271	1 188	5 7 0
22 23	" 1st Dec	19 844	[illegible]911	48 483	9[illegible]	8	5 834	262	1 198	4 14 7
22 23	" 8th	19 000	4 778	41 774	9[illegible]	7	[illegible]714	247	1 198	4 13 0
22 23	" 15th	18 42[illegible]	4 6[illegible]	34 451	7[illegible]	6	5 402	2[illegible]	1 188	4 8 9
22 23	" 22nd	17 273	4 010	35 464	756	6	4 772	215	1 188	4 0 3
	Totals up to date	515 425	1 20 7 6	5 36 520	17 0[illegible]	17[illegible]	1 38 122	[illegible]49	29 584	4 10 [illegible]

Abstract of progressive weekly return of all earnings for 1900 in comparison with 1899—concluded 1899

Open mileage	Period	Number of passengers	Rs	Mds.	Rs	Rs	Rs	Rs	No	Rate Rs A P
22 23	8 days of July	24 246	6 0 5	8 010	3	14	6 360	286	1 437	4 6 10
22 23	Week ended 15th July	21 805	4 9[illegible]	47 285	44	16	5 236	216	1 [illegible]2	4 1 1
22·23	" 22nd "	23 415	5 14[illegible]	13 320	348	7	5 407	247	1 188	4 10 0
22·23	" 29th "	17,231	3 874	8,001	913	6	4 795	210	1 241	3 13 10
22 23	" 5th Aug	16 072	3 760	9 320	387	12	4 159	187	1 188	3 8 0
22·23	" 12th	17 357	3 869	8 091	401	4	4 374	197	1 188	3 10 11
22·23	" 19th "	17 248	4 135	16 614	31[illegible]	9	4 491	203	1 188	3 12 6
22·23	" 26th "	16 205	3 606	7 169	3[illegible]4	5	4 02[illegible]	181	1 158	3 6 9
22 23	" 2nd Sept	15 719	3 59[illegible]	9 490	3[illegible]	11	[illegible]	179	1 198	3 5 7
22 23	" 9th "	15 830	4 [illegible]5	10 231	4[illegible]8	7	4 830	217	1 188	4 1 0
22·23	" 16th "	18 864	4 1[illegible]	9 882	[illegible]93	9	4,597	207	1 258	3 10 6
22 23	" 23rd "	16 051	3 80[illegible]	17,189	416	5	4 200	192	1 188	3 9 4
22 23	" 30th	18 764	4 317	16 331	553	9	4 879	219	1,199	4 1 1
22·23	" 7th Oct	19 719	4 791	12 176	[illegible]82	9	5 382	242	1 189	4 8 6
22 23	" 14th	23 449	6 172	9 579	4[illegible]	16	6 611	297	1 034	6 6 3
22·23	" 21st "	18 656	[illegible]	6,610	201	6	4 530	217	1 034	4 10 8
22 23	" 28th "	20 007	4 [illegible]0	15 064	7[illegible]7	6	5 [illegible]	2[illegible]6	1 188	4 12 6
22 23	" 4th Nov	20 210	4 [illegible]36	14,398	8[illegible]	3	5 546	249	1 4[illegible]	3 12 11
22·23	" 11th "	(a)8 406	5 661	17,402	7[illegible]7	99	6 540	294	1 524	4 4 8
22 23	" 18th "	23 593	5 773	91,735	1,277	10	7 060	316	1 367	5 9 2
22·23	" 25th "	22 285	5 893	40 865	[illegible]	10	6,305	286	1,410	4 8 3
22·23	" 2nd Dec	18,749	4 411	35 387	857	6	5,374	237	1 447	3 10 4
22 23	" 9th "	18 002	4 [illegible]8	43 430	[illegible]6	5	5 080	229	1 464	3 7 7
22·23	" 16th "	17,395	[illegible]03	13 079	490	4	4 606	210	1,188	3 14 10
22·23	" 23rd	14,220	3 275	37 436	578	11	3,864	174	1 188	[illegible] 4 0
	Totals up to date	481 757	1,13 958	5 26,463	14 156	298	1 28 412	230	31 319	4 1 7

* Audited figures
(a) Inclusive of supplemental figures for the quarter ended 30th September

DELHI UMBALLA KALKA RAILWAY

Approximate Return of Traffic for week ended 22nd December 1900, on 162·24 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	No of Passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds Srs	Rs A P	Rs A P	Rs A P			
Total traffic for the week	15 595	14 931 15 0	1 00 890 10	13 630 6 0	88 0 0	28 648 5 0	7 120	4,496	11,[illegible]
Or per mile of Railway		[illegible]		84 0 3	0 6 6	176 9 3			
For previous 24 weeks of half year	371 387*	3 64 807 4 0*	34,49 463 20†	2 32 498 5 0†	4 512 0 0‡	6,01,897 9 0	176 748§	81,570§	258 324
Total for 25 weeks	386 982	3 79 759 3 0	35 10 353 30	2 46 128 11 0	4 658 0 0	6 30 545 14 0	183,874	85,972	269 846
Comparison									
Total for corresponding week of previous year	16 411	14,914 13 8	74 914 20	10 084 2 0	53 12 0	25 052 11 8	6 968	3 165½	10,133½
Per mile of Railway corresponding week of previous year		91 14 11		62 2 6	0 5 3	154 6 8			
Total for corresponding 25 weeks of previous year	426 196	4 26 126 5 0	22 74,415 10	3 02 286 6 6	3,569 5 0	7 31 982 4 3	185 521	84,757½	270,278½

* Deducted No of passengers 580 and Rs 2 100 }
† Ditto Mds 48 477 and 1 849 } On account of difference between the Approximate and Audited figures for the week ended 10th November and supplemental figures for 30th September 1900
‡ Added 2 786 }
§ Audited figures up to 10th November 1900

1900 Abstract of progressive weekly returns of all earnings for 1900 in comparison with 1899

Open mileage	Period	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total	Per mile of railway	Train mileage	
		No of Passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs A P
162 24*	Week ended 7th July	17 838	[illegible]	88 170	11 110	84	32 410	200	11 976	2 11 4
162 24*	14th	20 [illegible]	[illegible]	[illegible]	10 100	68	31 100	192	12 004	2 6 7
162·24*	21st	11,0 2	10 [illegible]	41 874	4,9 4	70	16 278	94	9 673	1 9 3
162 24*	28th	12 800	[illegible]	2 08 0 3	6 865	83	16 501	102	9 190	1 12 9
162 24*	4th Aug	14 [illegible]	[illegible]	44 [illegible]	3 404	31	14 217	88	9 023	1 9 3
162 24*	11th	12 967	9 444	3 01 [illegible]	8 843	42	18 320	113	10 102	1 11 11
162 24*	18th	13 735	10 3[illegible]	1 2[illegible] 827	4 8[illegible]0	84	15 326	94	[illegible]	1 10 5
162 24*	25th	13 412	[illegible]	2 41 [illegible]	5 724	[illegible]	14 [illegible]7	88	8 536	1 9 10
162 24*	1st Sept	13 446	9 [illegible]	[illegible]	5 81	53	15 188	94	9 114	1 10 8
162 24*	8th	14 [illegible] 7	12 [illegible]	1 [illegible]	7 10[illegible]	118	20 18[illegible]	1[illegible]4	11 089	1 13 1
162 24*	15th	13 198	11 [illegible]	1 7[illegible] 383	[illegible]	7[illegible]	[illegible]	143	12 332	1 14 4
162 24*	22nd	[illegible]	12 0[illegible]	4[illegible] 717	[illegible] 609	[illegible]	[illegible]	116	11 2[illegible]5	1 10 9
162 24*	29th	15 [illegible]	18 [illegible]	[illegible]	9 30[illegible]	[illegible]	[illegible]	170	11 4[illegible]7	2 6 7
162 24*	6th Oct	16,132	16 1[illegible]	78 [illegible]	10 514	56	2[illegible] 700	16[illegible]	11 4[illegible]	2 5 4
162 24*	13th	17 002	18 [illegible]	2 51 1[illegible]	11 8[illegible]	74	30 [illegible]7	187	11 0[illegible]8	2 12 0
162·24*	20th	16 0[illegible]3	17 011	8[illegible] 049	12 1[illegible]	101	29 802	181	11 27[illegible]	2 9 9
162 24*	27th	14 178	[illegible]	71 [illegible]	12 041	83	28 728	177	11 080	2 9 6
162 24*	3rd Nov	18 70[illegible]	[illegible]	1 [illegible] 314	12 [illegible]	131	35 104	217	12 10[illegible]	2 14 [illegible]
162·24*	10th	(a)18 544	21[illegible]	[illegible] 16[illegible]	12 781	2 850	36 310	224	11 [illegible]95	3 2 1
162 24	17th	1[illegible] [illegible]57	17 0[illegible]	1 [illegible]	16 11[illegible]	6[illegible]	33 428	205	11 432	2 14 6
162 24	24th	17 000	18 [illegible]	1 [illegible] 08	12 412	69	31 331	1[illegible]	10 416	3 0 2
162 24	1st Dec	16 126	1[illegible]	1 40 101	11 [illegible]	6[illegible]	28 472	17[illegible]	10 012	2 13 4
162 24	8th	16 470	16 63	1 [illegible]	12 156	62	28 830	178	10 174	2 13 4
162 24	15th	17 [illegible]26	17 101	1 [illegible] 103	14 026	66	31 1[illegible]	192	11 198	2 12 7
162 24	22nd	15 59[illegible]	14 [illegible]	1 0[illegible]	13 630	88	28 648	177	11 522	2 7 9
	Totals up to date	386 982	3 79 75[illegible]	35 10 360	2 46,128	4 658	6 30 54[illegible]	1[illegible]	269 846	2 5 5

* Audited figures

Abstract of progressive weekly returns of all earnings for 1900 in comparison with 1899—concluded *1899*

Open mileage	Period	No of Passengers	Rs	Mds	Rs	Rs	Rs.	Rs	No	Rate Rs A P
162 24	8 days of July	23 211	19 776	7[illegible] 881	9 176	9[illegible]	29 047	179	11 955	2 6 11
162 24	Week ended 15th July	20 339	17 554	61 13	8 [illegible]	60	26 473	163	9 953	2 10 7
162 24	22nd	18 740	15 146	[illegible] 224	7 189	48	22 383	138	10,214	2 3 1
162 24	29th	18 029	13 788	63 [illegible]	10 509	70	24,427	151	10 117	2 6 8
162 24	5th Aug	1[illegible] [illegible]0	13 67[illegible]	91 [illegible]18	9 742	63	23 490	145	9 757	2 6 6
162 24	12th	16 671	13 [illegible]07	[illegible]	10 592	46	24 14[illegible]	149	9 035	2 6 11
162 24	19th	17 407	13 714	70 177	10 [illegible]	63	24 739	152	10 332	2 6 8
162 24	26th	16 287	11 458	1,14 [illegible]25	18 669	90	33 21[illegible]	205	10 348	3 3 4
162 24	2nd Sept	14 [illegible]82	14 5[illegible]	1 2[illegible] 170	16 043	59	29 665	177	10 714	2 10 10
162 24	9th	16 099	13 747	1 01 2[illegible]	10 045	79	23,871	147	11 318	2 1 9
162 24	16th	15 810	17 033	1 40 132	18 420	113	35 465	219	12,132	2 14 9
162 24	23rd	16 500	2[illegible] 374	1 0[illegible] 670	12 150	73	37 003	232	13,72[illegible]	2 11 10
162 24	30th	15 314	18 525	77 7[illegible]	10 991	45	29 491	182	10,686	2 12 2
162 24	7th Oct	15 4[illegible]5	15 [illegible]	89 8[illegible]	14 372	9[illegible]	30 206	187	10,283	2 14 8
162 24	14th	15 9[illegible]7	17 3[illegible]7	84 [illegible]	1[illegible] [illegible]	56	30 294	187	10 139	2 15 10
162·24	21st	16 938	1[illegible]	[illegible]7 7[illegible]	12 067	60	28 832	177	9 924	2 14 6
162·24	28th	16 329	19 907	8[illegible] 880	14 307	71	34 285	211	10 774	3 2 11
162 24	4th Nov	15 659	22 0[illegible]	1 04 004	15 701	59	37 918	233	11 307	3 5 1
162 24	11th	(a)18 071	20,941	87 [illegible]36	12 625	1 961	35,527	219	11 840	3 0 0
162 24	18th	16 096	16 012	93 343	12 197	49	28 254	174	10,657	2 9 9
162 24	25th	16 [illegible]	17 863	1 22 8[illegible]	11 497	44	29 404	181	11 612	2 8 6
162 24	2nd Dec	16 754	19 609	1,30 001	12 390	54	32,053	198	11 170	2 13 11
162·24	9th	16 937	19 188	67 016	10 800	62	30,050	185	10 698	2 12 11
162·24	16th	18 113	1[illegible] 028	77 031	10 123	95	27 146	167	10 168	2 10 9
162·24	23rd	16 441	14 916	74,914	10,0[illegible]4	54	25 053	154	10 134	2 7 7
	Totals up to date	426 196	4,26, 27	22,74 415	3 02 286	3 569	7 31,982	179	270,279	2 11 4

(a) Inclusive of supplemental figures for the quarter ended 30th September

SOUTH BEHAR RAILWAY

Approximate Return of Traffic for week ended 22nd December 1900 on 78 76 miles open

	Coaching Traffic: Number of passengers	Coaching Traffic: Coaching receipts (Rs A P)	Merchandise and Mineral Traffic: Weight carried (Mds S)	Merchandise and Mineral Traffic: Receipts (Rs A P)	Other earnings (estimated) (Rs A P)	Total earnings (Rs A P)	Traffic Train miles run: Coaching	Traffic Train miles run: Merchandise	Traffic Train miles run: Total
Total traffic for the week	8 731	4 162 3 0	30,151 30	3 312 11 0	43 0 0	7 517 14 0	1 810	1 183	2,993
Per mile of railway		52 13 0		[illegible] 1 0	0 8 9	95 7 3			
For previous 24 weeks of half year	288,344*	1,47 114 1 0*	7 63 070 10†	50 [illegible] 1 0†	1 145 0 0‡	1 99 405 14 0	42 777	20 950	63,72[illegible]
Total for 25 weeks	*297,075	1,51 276 4 0	8 02 522 0	54 [illegible] 8 0	1 188 0 0	2 06 [illegible] 0	44 [illegible]87	22 133	66 [illegible]
COMPARISON									
Total for corresponding week of previous year	9,316	4,504 1 4	48,059 10	3 900 [illegible] 0	18 9 6	8 433 3 10	1 028	508	2 2[illegible]
Per mile of railway corresponding week of previous year		57 3 0		50 [illegible] 7	0 3 9	107 11 4			
Total for corresponding 24½ weeks of previous year	239,971	1,17 628 14 4	9 29 544 30	72 08[illegible] 9	531 4 9	1 90 346 10 10	32 073½	11 854½	43 9[illegible]7

* Added number of passengers 1 104 and deducted Rs 116 } On account of difference between the approximate and audited figures for the week ended 10th
† Deducted Mds 7 953 and 3[illegible]1 } November and supplemental figures for 30th September 1900
‡ Added 667 }
§ Audited figures up to 10th November 1900

1900 *Abstract of progressive weekly returns of all earnings for 1900 in comparison with 1899*

Open mileage	Period	Coaching Traffic: No of passengers	Coaching Traffic: Rs	Merchandise and Mineral Traffic: Mds	Merchandise and Mineral Traffic: Rs	Other earnings: Rs	Total: Rs	Per mile of railway: Rs	Train mileage: No	Train mileage: Rate (Rs A P)
78·76*	Week ended 7th July	13 4[illegible]2	6 187	37 723	[illegible]	12	8 7[illegible]	101	2 [illegible]3	3 11 1
78·76*	,, 14th ,,	1[illegible]	[illegible]	37 [illegible]08	[illegible]	0	8 841	112	2 28[illegible]	3 13 11
78·76*	,, 21st ,,	11 [illegible]	5 13[illegible]	30 570	[illegible]	3	7 [illegible]	98	2 281	3 6 0
78·76*	,, 28th ,,	1[illegible] 231	7 [illegible]	28 212		[illegible]	[illegible]	118	2 [illegible]0	4 3 7
78·76*	,, 4th Aug	10 324	5 [illegible]	[illegible] 691	[illegible]	1	7 [illegible]	[illegible]	2 20	3 [illegible] 4
78·76*	,, 11th ,,	10 579	4 708	[illegible]	[illegible]	[illegible]	[illegible]	84	2 [illegible]	2 1[illegible] 9
78·76*	,, 18th ,,	[illegible] 16	4 318	25 [illegible]	[illegible]	1	[illegible]	78	[illegible]	[illegible] 3 10
78·76*	,, 25th ,,	9 1[illegible]	4 250	31 093	[illegible]	11	6 [illegible]	88	[illegible]677	[illegible] 3 4
78·76*	,, 1st Sept	[illegible]	4 [illegible]0	24 809	[illegible]	1	6 [illegible]	[illegible]	2 [illegible]8	2 8 0
78·76*	,, 8th ,,	15 850	[illegible] 18	32 [illegible]		13	[illegible]	111	[illegible]	3 8 0
78·76*	,, 15th ,,	19 0[illegible]	11 043	10 093	1	18	1[illegible]	1[illegible]1	3 1 0	4 0 3
78·76*	,, 22nd ,,	18 2[illegible]	11 303	1[illegible]	1	1[illegible]	1[illegible]	[illegible]	9	4 3 1
78·76*	,, 29th ,,	17 [illegible]07	[illegible]	26 701	[illegible]	41	11 [illegible]	1[illegible]0	[illegible]	[illegible] 9 [illegible]
78·76*	,, 6th Oct	[illegible]	6 1[illegible]8	2[illegible]	[illegible]	31	7 [illegible]	97	[illegible]	2 7 8
78·76	,, 13th ,,	11 538	8[illegible]	15 103	[illegible]	[illegible]	8 [illegible]	107	3 1[illegible]0	2 10 8
78·76*	,, 20th ,,	10,453	7 [illegible]	20 8[illegible]4	1	[illegible]	[illegible]	1[illegible]1	3 1[illegible]0	3 0
78·76*	,, 27th ,,	12 110	6 112	2[illegible] 168	[illegible]	[illegible]	[illegible] 7 [illegible]	98	2 [illegible]	3 10 [illegible]
78·76*	,, 3rd Nov	10 44[illegible]	[illegible]011	27 188	[illegible]	9	[illegible] 7[illegible]	88	2 [illegible]	2 [illegible]
78·76*	,, 10th† ,,	11 [illegible]72†	[illegible]31	36 016	[illegible]	707	[illegible]	107	[illegible]	2 15 [illegible]
78·76	,, 17th ,,	10 [illegible]	[illegible]	37 990		10	7 7[illegible]	99	[illegible]84	3 6 8
78·76	,, 24th ,,	9 488	4 [illegible]	40 070	[illegible]	4[illegible]	7 3[illegible]	[illegible]	[illegible]	3 1 [illegible]
78·76	,, 1st Dec	8 8[illegible]0	4 089	[illegible] 881	[illegible]	4[illegible]	[illegible]	[illegible]	[illegible]	3 [illegible]
78·76	,, 8th ,,	8 966	4 1[illegible]0	40 [illegible]0	[illegible]	1	[illegible]	[illegible]	[illegible]	[illegible]
78·76	,, 15th ,,	8 [illegible]	1 338	3[illegible]	[illegible]	1	7 1 6	[illegible]	[illegible]	3 15 0
78·76	,, 22nd ,,	8 731	4 16[illegible]	30 4[illegible]2	[illegible]	1[illegible]	[illegible]18	[illegible]	2 [illegible]3	3 6 [illegible]
	Totals up to date	2[illegible]7 07[illegible]	[illegible]1,[illegible]6	8 02 522	[illegible]	1 38[illegible]	2 0[illegible]	1[illegible]	[illegible] 20	[illegible] 1 7

* Audited figures
† Inclusive of supplemental figures for the quarter ended 30th September

Abstract of progressive weekly returns of all earnings for 1900 in comparison with 1899—concluded **1899**

Open mileage	Period	No of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate (Rs A P)
65 00	4 days ended 8th July	1 436	417	212		1	4	7	390	1 2 1
78·76	Week ended 15th	8 287	4 210	17 [illegible]8	[illegible]	12	818	76	1 094	5 5 10
78·76	,, 22nd	9 773	1 [illegible]	19 [illegible]	[illegible]	13	[illegible]	81	1 11[illegible]	[illegible] 11 4
78·76	,, 29th	8 680	[illegible]	1[illegible]	[illegible]	10	[illegible]	68	1 113	4 13 0
78·76	,, 5th Aug	9 [illegible]	4 795	16 686	[illegible]	2	[illegible]	7	1 114	5 7 [illegible]
78·76	,, 12th	8 190	[illegible]	20 517	[illegible]	30	[illegible]	67	1 113	4 12 1
78·76	,, 19th	7 160	[illegible]	20 [illegible]70	[illegible]	17	[illegible]	70	1,11[illegible]	4 1[illegible] 1
78·76	,, 26th	8 128	[illegible]	[illegible]	31	17	[illegible]	77	1 173	5 [illegible] 8
78·76	,, 2nd Sept	8 677	5 1[illegible]1	39 781	[illegible]	[illegible]	7 962	101	1 113	7 2 [illegible]
78·76	,, 9th	7 990	3 71[illegible]	37 [illegible]	[illegible]	[illegible]	[illegible]	8	1 27[illegible]	4 13 [illegible]
78·76	,, 16th	10 646	4 [illegible]	4 7[illegible]6	[illegible]	17	[illegible]802	[illegible]	1 [illegible]30	4 14 [illegible]
78·76	,, 23rd	13,607	6 780	34 414	[illegible]	1	9 [illegible]7	1[illegible]8	2 38[illegible]	4 0 6
78·76	,, 30th	14 089	8 63[illegible]	41 304	[illegible]	1[illegible]	11 [illegible]	11[illegible]	[illegible]	[illegible] 3 1
78·76	,, 7th Oct.	12 986	7 707	37 [illegible]4	[illegible]	30	10 1[illegible]	13[illegible]	2 22[illegible]	[illegible] 11 2
78·76	,, 14th	9 422	[illegible]	46 508	[illegible]	91	8 585	10[illegible]	2 [illegible]6	3 13 [illegible]
78·76	,, 21st	9 468	4 921	[illegible]	10	14	7 [illegible]	9	2 [illegible]	3 7 2
78·76	,, 28th	10 481	5 [illegible]	37 [illegible]06	[illegible]	13	8 088	110		3 14
78·76	,, 4th Nov	10 402	5 4 1	4[illegible] 402	[illegible]	20	8 [illegible]	110	2 [illegible]	3 14 [illegible]
78·76	,, 11th	1[illegible] 8 3†	5 490	4[illegible] 627	[illegible]	83	[illegible]	111	2 2[illegible]	3 15 [illegible]
78·76	,, 18th	12 074	5 318	56 633	[illegible]	28	9 91	1[illegible]	[illegible]	4 7 6
78·76	,, 25th	11 481	5 04[illegible]	63 [illegible]	[illegible]	1[illegible]	11 [illegible]	148	2 46[illegible]	4 11 10
78·76	,, 2nd Dec	9 874	4 0[illegible]1	42 867	[illegible]	24	[illegible]41	9[illegible]	2 114	3 0 4
78·76	,, 9th	9 005	4 17[illegible]	53 397	[illegible]	6	8 [illegible]	100	[illegible]230	3 12 3
78·76	,, 16th	8 005	[illegible]901	40 926	[illegible]	10	7,[illegible]1	9	2 2[illegible]	3 5 8
78·76	,, 23rd	9 316	4 504	48 059	[illegible]	13	8 481	108	[illegible]230	3 13 0
	Totals up to date	239 9[illegible]1	1 17 629	9 29 545	7[illegible] 087	531	1 90 347	99	43 927	4 0 0

EASTERN BENGAL STATE RAILWAY

(INCLUDING N B, K, D, DACCA, AND ASSAM BEHAR SECTIONS)

Approximate Return of Traffic and Mileage for last 9 days of December 1900, on 848 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (including ferry)	Total earnings	Traffic Train miles run		
	No of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds S	Rs A P	Rs A P	Rs A P			
Total traffic for the week	228 220	1,41 63 0 0	17 41 610 0	2 97 770 0 0	77 1 0 0 0	5 16 550 0 0	52,700	39 550	92 250
Or per mile of railway	271	168 0 0	2,066 0	353 0 0	65 0 0*	586 0 0*			...
For previous 25 weeks of half year †	6 514,710	26 67 161 0 0	2 98 76,797 0	60 91 023 0 0	5 06 121 0 0	92 64 805 0 0	882 625	1,169 837	2,052,462
Total for 26 weeks	6 742 ,30	28 09 091 0 0	8 0 18 717 0	63 8 793 0 0	5 83 471 0 0	97,81 355 0 0	935 325	1 209 387	2 144,712
COMPARISON									
Total for corresponding week of previous year	2 0 013	1 45 63. 0 0	16 60 .41 0	2 83 429 0 0	1 02 434 0 0	5 31 405 0 0	50 003	37,930	87,939
Per mile of railway corresponding week of previous year	301	175 0 0	2 001 0	110 0 0	87 0 0	602 0 0			
Total to corresponding date of previous year	6 509 8 2	26 (5 ,31 0 0	. 8, 17 762 0	59,28 580 0 0	6 00 552 0 0	91 94 613 0 0	948 833	1,141 676	2,090,509

* Excluding steamer earnings
† Audited up to 2 th October 1900

DACCA STATE RAILWAY

Approximate Return of Traffic and Mileage for last 9 days of December 1900 on 86 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run		
	No of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds S	Rs A P	Rs A P	Rs A P			
Total traffic for the week	25 (6)	8 76) 0 0	75 740 0	7 250 0 0	(0 0 0	16 0 0 0 0	3 250	3 100	6 410
Or per mile of railway	302	10. [illegible] 0	92, 0	84 0 0	1 0 0	187 0 0			
For previous 25 weeks of half year*	630 072	2 06 931 0 0	131 0 236 0	1 27 070 0 0	9 741 0 0	3 87 720 0 0	6? 760	6? 250	1 25 010
Total for 26 weeks	65(033	05 661 0 0	13((96(0	1 34 320 0 0	9 800 0 0	4 63 790 0 0	66 010	65 410	131 420
COMPARISON									
Total for corresponding week of previous year	20 685	9 312 0 0	41 878 0	4 18) 0 0	6 890 0 0	0(6 1 0 0	106	4 .78	4 484
Per mile of railway corresponding week of previous year	29)	108 0 0	487 0	49 0 0	80 0 0	77 0 0			
Total to corresponding date of previous year	634 842	1 97 684 0 0	11 (3 ,44 0	1 03 092 0 0	9,218 0 0	3 11,994 0 0	67,043	49 520	1 16 563

* Audited up to 3 th October 1900

COOCH BEHAR STATE RAILWAY

Approximate Return of Traffic and Mileage for the last 9 days of December 1900, on 33 73 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (including ferry)	Total earnings	Traffic Train miles run		
	No of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs A P	Mds S.	Rs A P	Rs A P	Rs A P			
Total traffic for the week	. 740	1 450 0 0	18 380 0	2 030 0 0	40 0 0	3 520 0 0	610	540	1,150
Or per mile of railway	81	43 0 0	545 0	60 0 0		103 0 0*			
For previous 25 weeks of half year†	58 733	20 031 0 0	1 74 683 0	18 810 0 0	2 730 0 0	42,591 0 0	8 366	19 121	27,487
Total for 26 weeks	61 473	21 481 0 0	1,93 063 0	21 840 0 0	2,730 0 0	46 111 0 0	8,976	19,661	28,637
COMPARISON									
Total for corresponding week of previous year	2 837	1 489 0 0	20,328 0	2 387 0 0	244 0 0	4 120 0 0	214	1,022	1 236
Per mile of railway corresponding week of previous year	86	4. 0 0	613 0	72 0 0		117 0 0			...
Total to corresponding date of previous year	5,251	10 809 0 0	2 30,711 0	23 775 0 0	3,580 0 0	46 664 0 0	7,969	23,015	30,984

* Excluding coaching ferry
† Audited up to 15th October 1900

MYMENSINGH-JAGANNATHGANJ RAILWAY

Approximate Return of Traffic and Mileage for last 9 days of December 1900, on 53·87 miles open.

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run.		
	No. of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week ..	9,560	2,420 0 0	28 300 0	1,260 0 0	20 0 0	3,700 0 0	1,450	530	1,980
Or per mile of railway	179	45 0 0	530 0	24 0 0		69 0 0			..
For previous 25 weeks of half-year* ...	259,193	53 679 0 0	4 80 311 0	26 781 0 0	767 0 0	81,247 0 0	27 611	13,383	40,994
Total for 26 weeks ..	268,753	56,099 0 0	5 08 611 0	28,041 0 0	807 0 0	84 917 0 0	29 061	13,913	42,974
Comparison.									
Total for corresponding week of previous year ..	9,735	3,321 0 0	5,956 0	331 0 0	35 0 0	3,686 0 0	1,149	2,409	3,558
Per mile of railway corresponding week of previous year	180	62 0 0	110 0	6 0 0	1 9 0	69 0 0			...
Total to corresponding date of previous year	133,078	23,890 0 0	1 54,139 0	8,063 0 0	285 0 0	37,237 0 0	18 518	14,916	33,434

* Audited up to 27th October 1900

BRAHMAPUTRA-SULTANPUR RAILWAY

Approximate Return of Traffic and Mileage for last 9 days of December 1900, on 59 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train-miles run		
	No. of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise.	Total.
		Rs A P	Mds s.	Rs A P	Rs A P	Rs A P			
Total traffic for the week	6,410	1,970 0 0	16,560 0	1 710 0 0	10 0 0	*640 0 0	1,510	670	2,180
Or per mile of railway ..	108	33 0 0	315 0	29 0 0		62 0 0			..
For previous 25 weeks of half year*	151,881	35 015 0 0	4 68 824 0	48 241 0 0	631 0 0	84 966 0 0	21,375	22 905	45 280
Total for 26 weeks	158,291	37 015 0 0	4,87,384 0	50,951 0 0	640 0 0	88 606 0 0	23 885	23,575	47,460
Comparison									
Total for corresponding week of previous year	5,595	1,721 0 0	18,115 0	879 0 0	11 0 0	2 611 0 0	215	718	933
Per mile of railway corresponding week of previous year	226	70 0 0	732 0	36 0 0		105 0 0			
Total to corresponding date of previous year	48,062	13 969 0 0	2 34,337 0	11 413 0 0	219 0 0	25 601 0 0	5,239	17,612	22,851

* Audited up to 27th October 1900

BENGAL CENTRAL RAILWAY COMPANY, LIMITED

Approximate Return of Traffic and Mileage for the week ended 15th December 1900, on 139 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run.		
	No. of passengers.	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week ..	33,038	16 786 0 0	65,971 0	5,121 0 0	84 0 0	21 103 0 0	4,550	3 284	7,834
Or per mile of railway ..	254	125 0 0†	474 0	37 0 0	1 0 0	163 0 0			...
For previous 25 weeks of half year*	758,571	3,09 382 0 0	28 98,698 0	8,33,456 0 0	25 000 0 0	6 67,838 0 0	88 742	112,714	201,456
Total for 26 weeks ...	791,609	3,25 668 0 0	29 64,669 0	8 38 579 0 0	25 084 0 0	6 88,341 0 0	93,292	115,998	209,290
Comparison									
Total for corresponding week of previous year ..	31,462	14,621 0 0	93,072 0	8,394 0 0	128 0 0	23,115 0 0	4,771	2,693	7,464
Per mile of railway corresponding week of previous year	242	112 0 0	670 0	60 0 0	1 0 0	171 0 0		..	
Total to corresponding date of previous year	765,682	3,16,508 0 0	20 53,258 0	2 17,690 0 0	21 140 0 0	5 55,274 0 0	111 947	89,753	201 690

* Audited up to week ending 3rd November 1900
† Coaching traffic calculated on 130 miles only

BENGAL CENTRAL RAILWAY COMPANY, "LIMITED"

Approximate Return of Traffic and Mileage for the week ended 22nd December 1900, on 139 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	32 295	[illegible] 0 0	[illegible]	[illegible]608 0 0	288 0 0	20 798 0 0	4,670	2,938	7,608
Or per mile of railway	[illegible]48	[illegible] 0 0†	421 0	33 0 0	2 0 0	157 0 0			...
For previous 25 weeks of half year*	[illegible] 21	[illegible]07 0 [illegible]	[illegible]	[illegible] 0 0	2 147 0 0	6 89,913 0 0	92,505	116,880	209,385
Total for 26 weeks	[illegible]	[illegible]	[illegible] 010 0	[illegible] 0 0	[illegible] 435 0 0	7 10 711 0 [illegible]	97 175	119,818	216,996
Comparison									
Total for corresponding week of previous year	[illegible]	[illegible] 0 0	51,040 0	[illegible] 0 0	219 0 0	16 118 0 0	5,060	2,250	7 310
Per mile of railway corresponding week of previous year	2 1	107 0 0	[illegible] 0	[illegible] 0	2 0 0	1[illegible]7 0 0	...	.	
Total to corresponding date of previous year	814 [illegible]	[illegible] 0 0	[illegible] 0	[illegible] 0 0	21 [illegible] 0 0	[illegible] 0 0	117,027	91,991	209,018

* Audited up to week ending 10th November 1900.
† Coaching traffic calculated on 130 miles only.

SEGOWLIE RAKSAUL BRANCH RAILWAY

(Worked by the B. & N. W. Railway.)

Audited Return of Traffic for week ended 17th November 1900 on 18 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run		
	Passengers carried	Receipts	Weight carried	Receipts			Coaching	Merchandise	Total
	No	Rs A P	Mds	Rs A P	Rs A P	Rs A P			
Total traffic for the week on 18 miles open	1 [illegible]	[illegible] 11 [illegible]	17 [illegible]	431 [illegible]	[illegible] 0	71[illegible] 11 5	13[illegible]	119	252
Or per mile of railway	9[illegible]	1 8 10	0 [illegible]	[illegible] 6	0 [illegible] 0	39 12 [illegible]			
For previous 19 weeks of half year	1[illegible] 91	[illegible] 1 1	[illegible] 8	[illegible] 7 10	[illegible] 0 0	[illegible]71 1 11	2 [illegible]	915	3,798
Total for 20 weeks	2[illegible]080	[illegible] 0 0	1 07 [illegible] 1	[illegible] 15 [illegible]	[illegible] 1 0	[illegible] 0 4	3 016	1 074	4,050
Comparison									
Total for corresponding week of previous year on 18 miles open	[illegible]	1 [illegible] 7	11 [illegible]	[illegible] 13 0	4 [illegible] 0	4 2 11 7	168	84	252
Per mile of corresponding week of previous year	[illegible] 28	[illegible]	64 [illegible]	14 1 3	0 [illegible] 0	[illegible] 7 9			
Total to corresponding date of previous year	[illegible]	600 [illegible] 0	50 13	[illegible] 0	8[illegible] 0	1 907 11 0	616	364	980

ASSAM BENGAL RAILWAY

Approximate Return of Traffic for the week ended 22nd December 1900 on 39[illegible] miles open for all descriptions of traffic, and [illegible] miles [illegible] and parcels traffic only

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	No. of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	31 7[illegible]3	1[illegible] 0 [illegible]	[illegible] 0	[illegible] 0 0	50[illegible] 0 0	[illegible] 0 0	3 263	7,360	10,628
Or per mile of railway	80 0[illegible]	48 73	[illegible]	31 0	1 37	[illegible] 03	[illegible] 23	10 58	26 10
For previous 25 weeks of half year*	671 376	4 07 776 0 0	[illegible] 14 29 0	[illegible] 0 0	26 6 4 0 0	[illegible] 0 0	80,[illegible]43	196 833	276,476
Total for 26 weeks	70[illegible]	4 2[illegible] 119 0 0	[illegible] 0	[illegible] 0 0	27 [illegible] 0 0	8 0[illegible] 349 0 0	83,906	203,193	287 099
Comparison									
Total for corresponding week of previous year	26 132	18,530 0 0	1,40 [illegible] 0	12 [illegible] 0 0	[illegible]01 0 0	31 375 0 0	3,516	7,587	11,093
Per mile of railway corresponding week of previous year	70 11	49 20	4 [illegible]	31 [illegible]	1 26	81 81	9 41	19·98	28·29
Total to corresponding date of previous year	602,261	3 74 930 0 0	57 88,004 0	[illegible] 0 0	1[illegible] 263 0 0	7 35 915 0 0	84,407	194,082	279,479

* Includes audited figures for week ended 10th November 1900.

FINANCIAL YEAR

Approximate Statement of Gross Receipts of the Assam Bengal Railway

Receipts for week ending 22nd December 1900			Receipts for week ending 23rd December 1899			Total receipts from 1st April 1900 to 22nd December 1900			Total receipts from 1st April 1899 to 23rd December 1899			Total increase in 1900	Total decrease in 1900
Mean mileage worked	Receipts	Per mile worked	Mean mileage worked	Receipts	Per mile worked	Mean mileage worked	Total receipts	Per mile worked per week	Mean mileage worked	Total receipts	Per mile worked per week		
	Rs.	Rs.		Rs.	Rs		Rs.			Rs.		Rs.	Rs.
[illegible]	[illegible]	[illegible]	397	31,375	81 41	436	11,96,[illegible]	...	397	11,19,[illegible]	......	[illegible]	......

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CONTENTS.

THE MONSOON OF 1900

THE following report is published for general information.

F. A. SLACKE,
Secy. to the Govt. of Bengal.

The 14th January 1901.

METEOROLOGICAL SUMMARY FOR THE MONSOON PERIOD OF 1900

THE following remarks are intended to form the usual brief introduction to the rainfall tables which give full information regarding the rainfall measured during the south-west monsoon months in all parts of the Province. Only the more important features of the general atmospheric conditions are discussed, and these only when they show a tendency favourable or unfavourable to rainfall.

A general review of the rainfall distribution during the early months of the year is not satisfactory from the point of view of a comparison with the amounts usually received in those months. The distribution was less regular than usual, inasmuch as, while month by month up till May there were generally excess falls in some parts of the Province, there was always a large, though changing, area of deficient rainfall. In January this area of deficient rainfall included Bengal Proper and Orissa, in February Bihar, Chota Nagpur and Orissa, in March the whole Province except Orissa, and in April North and East Bengal and Bihar. The area, therefore, which was most continuously in receipt of deficient rainfall was Bihar where, after the heavy rain of January, exceptionally light falls occurred till the commencement of the monsoon season.

In January the more conspicuous weather conditions were almost continuous high temperature in most districts and relatively heavy rainfall in Chota Nagpur and Bihar. Rainfall was largely confined to these two divisions which received on an average 2·3 and

2 2 inches respectively, the corresponding normal amounts being 6 and 5 inch Though not altogether absent in other divisions, rainfall was not only much lighter than in Bihar and Chota Nagpur, but was considerably below the small amounts normal for January North Bengal received 34 inch South-West Bengal 24 inch, while in Orissa and East Bengal it was practically nil

The explanation of the above peculiarities, viz, heavy rainfall in the west and continued high temperature in the east and south of the Province, appears to be in the check which the shallow depressions received to their easterly motion while over the western districts This check was due to a rise of pressure in the east, so that the depressions filled up before they crossed the Province and passed into Burma

A depression which occurred early in February was similar in its behaviour to those of January, but thereafter the depressions crossed the Province in the usual way They gave rise to more generally unsettled weather than is usual in February, and in one respect were exceptional They were attended by numerous local disturbances of the Nor' wester type. Instead, however, of advancing from the north-west, these thunderstorms passed from south-west to north-east, probably indicating by their motion that the upper atmospheric currents were more from the south than usual

The first of the three depressions causing local storms of the kind referred to in the previous paragraph occurred about the 12th, the second about the 18th, and the third on the 25th and 26th The heaviest rainfall, as compared with the normal, occurred in Lower Bengal There was a small excess in North Bengal, while in the western districts there was a small defect, greatest in Chota Nagpur where it amounted to about half the normal fall.

During the early part of March, fine settled weather generally prevailed over the Province and the Bay with winds variable in direction and below normal strength For a few days the cold season distribution of pressure, with westerly or north-westerly winds, was restored, and temperature was in consequence below the normal by several degrees at that time Owing to the variable conditions accompanying the change from southerly to northerly winds, a few local storms, with light scattered rainfall, occurred in the south-western districts, mostly in Orissa and the south of Chota Nagpur, but the falls were in all cases so light that they scarcely influenced the total falls for the month

During the latter half of the month weather underwent a marked change and became unsettled to an exceptional extent This exceptional character was not so much in the severity of the disturbance, but in the fact that the unsettled conditions continued with little intermission till the end of the month Very little rain fell in Bihar or in Chota Nagpur Towards the east it increased in amount and was especially heavy in the south of Assam Silchar received more than 12 and Sibsagar and Dhubri more than 4 inches, while the average fall in East Bengal was 2 5 inches The only other average fall of more than 1 inch was 1 42 inches in Orissa

In April four series of local disturbances occurred, at intervals of about a week, and fairly general rain fell over the Province. The depressions to which these disturbances were due were on two occasions forced southward over Orissa and the north of the Bay by the rise of pressure so frequently noticed in Assam and North Bengal under similar circumstances It was probably owing to that rise of pressure in the north-east and the consequent change of motion of the depressions that rainfall was much heavier in the south-western districts than in other parts of the Province

In Chota Nagpur the average excess for April was 1 73 inches, in South-West Bengal 1 05 and in Orissa 62 inch, while in Bihar and East and North Bengal there was a deficiency varying from a quarter of an inch in the first to rather more than 1 inch in the last

Showery weather was of frequent occurrence in May, but the total falls for the month were below the normal except over a narrow strip of country running north and south from the head of the Bay to North Bengal Only a very slight disturbance occurred over the Bay, and rainfall was much less heavy than usual on the Burma Coast The high pressure over Bengal, the settled weather over the Bay, and the scanty rainfall in Burma were the usual indications that the commencement of south-west monsoon weather would be later than usual over the Province

The total fall for May was much more uniform than in previous months, and was about 20 per cent below the normal on an average for the various divisions The chief features in the general weather conditions were the almost continuous high pressure over the northern districts, the frequent occurrence of showery weather in all parts of the Province except Bihar, and the relatively low temperature due to these local disturbances The numerous showers were probably due to, as they accompanied, the frequent oscillations of pressure, and it is noteworthy that they were most frequent when pressure was above the normal On the other hand, the period when rainfall was least common was the only occasion of low pressure over the Province with a corresponding steep gradient over the Bay A possible explanation of this peculiarity may be that the high pressure in the north caused a displacement of the air more towards the west than usual, and the rainfall which would otherwise have occurred in the eastern districts was diffused over the central and western districts This supposition receives support from the peculiar distribution of the rainfall for the month as a whole. It was deficient in both the eastern and western districts, and, as stated above, over almost the whole Province, but over a comparatively narrow belt running north and south from the north-west angle of the Bay towards North Bengal it was considerably in excess, as if the heavier rainfall of May in the eastern districts had been displaced westward to the loss of those eastern districts

Of the shallow depressions which could be traced in the somewhat confusing and frequent pressure oscillations, two appeared to pass westward—one at the end of the first week, the other towards the end of the month, and a third from west to east about the middle of the month The local storms with rain at other times were probably due to the moderately large pressure oscillations and the shifting winds which accompanied them The defect in East Bengal was 3 85 inches, in North Bengal 2 inches and in the other divisions half-an-inch or a little more

Three periods of disturbed weather occurred during the month, the first of which was of the kind usual in the hot-weather months, and caused a considerable amount of rainfall over the Province and very low temperature for several days at the beginning of the month The depression to which this rainfall was due appeared to begin in Assam and moved slowly westward The second disturbance was a cyclonic storm of moderate intensity which began in the south or south east of the Bay about the beginning of the second week and moved north-westward across the Orissa Coast on the 12th When in the east of the Central Provinces the storm recurved, and on the 14th was in Chota Nagpur moving in an east-north-east direction One of the results of this change of motion was the general heavy rainfall which began in Bengal simultaneously with the change of motion and was most noticeable in the northern districts

During the third week the low pressure over the Bay concentrated into a slight depression which was in the north-west angle on the 23rd and caused the third disturbance of the month The depression attained to no great depth, but moving north-north-eastward it remained over Bengal, Proper for some days, causing unsettled weather in the eastern districts with heavy continuous rainfall, while in the western districts dry weather, with hot westerly winds, prevailed till the end of the month

On an average for the month there was defect of 16 per cent of the normal in Orissa and South-west Bengal and of 8 per cent in Chota Nagpur In the other divisions there was excess varying from 5 per cent in North Bengal to 30 per cent in Bihar

During July the moist current from the Bay continued to be diverted eastward, and East and North Bengal were the only divisions which received rainfall in excess of the normal for the month Two slight disturbances occurred in the early part of the month The depressions were not accompanied by stormy weather in the Bay, and they to a large extent filled up soon after passing inland, but they were important as indicating a change from the abnormal conditions of the monsoon season of 1899 and the early part of the present season

It will be remembered that during the monsoon season of 1899 such depressions as formed over the Bay either moved northwards, or, after moving north-westward as far as the Central Provinces, recurved and in the end filled up over Bengal that this feature was accompanied by an absence of rainfall in western India and excessive rainfall over the Province The early disturbances of the present season were in character similar to those of the previous year, and these slight disturbances of July were the first to indicate that the conditions were being restored under which depressions from the Bay move north-westward without recurving The first disturbance was in a manner neutral as it practically filled up where it formed, but the second, which occurred about the middle of the month, moved rapidly north westward giving more or less general rainfall to the country over which it passed

The direction of motion of cyclonic disturbances is probably controlled by the higher atmospheric currents, and the change which then occurred, and was made apparent by the direction followed by the depressions, was in these higher rain-bearing currents returning to their usual south-westerly direction

During the latter half of July pressure increased over Bengal and rainfall partially ceased, more especially in the north-western districts, where only light scattered showers fell The pressure distribution became uniform over the Bay, the usual indication that a cyclonic disturbance was in process of development, and this disturbance appeared in the north-west of the Bay at the end of the month

The monsoon during these early weeks of the season was below the normal strength, a condition which continued during August The weakness was shown in the absence of general heavy rainfall such as usually falls in ordinary years In July there was relatively heavy rainfall in Bengal Proper, but not in other parts of the Province, and when the change occurred, which has been indicated above, the rainfall became heavy in Orissa and light in Bengal Proper, the deficiency increasing towards the north-east In August, Orissa received 74 per cent excess, Chota Nagpur and South-West Bengal almost the normal amount, while in the other divisions there was defect ranging up to 53 per cent in North Bengal

An unusual number of storms formed during August at the head of the Bay, none of them, however, of even average severity Three of the depressions crossed the coast near Balasore and the fourth near False Point, after which they moved north-westward without any tendency to recurve During their passage, they were not accompanied by very heavy rainfall, but owing to their comparatively large number, Orissa received the heavy rain mentioned above

The main features of the weather during September were—

(1) the comparative absence of cyclonic storms over the north of the Bay,

(2) the relatively high pressure in the east and north of the Province, and the continued absence of rainfall in North and East Bengal and Assam,

(3) the period of disturbed weather which ended in the exceptionally heavy rainfall in Lower Bengal, and the heavy falls in Chota Nagpur and Orissa

During the early days of the month winds were much more easterly than usual over the Province, an arrangement which was unfavourable for rainfall in the northern districts and continued till the end of the first week As a depression which had, during these early days, been moving westward through the Central Provinces turned northwards and broke up on reaching the Himalayas, the distribution of pressure in Bengal became more favourable, and ordinary monsoon conditions were general for some days, i e., up till about the 9th

The changes of pressure during the few days subsequent to the 10th were nowhere large, but a shallow depression over the Bay was becoming more definite and was drifting northwards Light northerly winds prevailed in Bengal, and weather was in all respects such as usually obtains during the early stage of a cyclonic disturbance over the Bay

About the 15th general and fairly heavy rainfall began in East Bengal and Orissa, and on that date a widespread depression lay over the Province with a moderately steep gradient over the Bay The pressure arrangement was such as usually occurs when a diffused depression has moved northwards from the Bay It is always accompanied by general monsoon weather, but not always by heavy rainfall Between the 15th and 16th the depression concentrated off the Orissa Coast, and a shallow low pressure area with a well-defined cyclonic circulation of winds moved westward across Orissa

Following this westward movement of the depression, the usual change would have been a rise of pressure in Bengal, but a brisk fall occurred on the 17th in the south-western districts, and a new centre of disturbance was shown near Saugor Island, where pressure was 2 inch below the normal This also appeared to move westward, and at 8 A.M. on the 19th pressure was rising rapidly in Assam and briskly in Bengal Proper

By the morning of the 19th the heavy rainfall had begun, as Saugor Island reported 5 inches during the 24 hours previous to 8 A M of that date What appears to be the most significant fact towards explaining the heavy rainfall of the two succeeding days is the south-westerly wind at Saugor Island, a direction which is almost diametrically opposite to what might be expected from the pressure distribution prevailing at that time This peculiarity in the wind at Saugor Island was very persistent till the 21st, and became even more marked before it disappeared on the 22nd, when with a similar pressure distribution the direction was east-south-east

If the wind had been light and variable on those days, this discrepancy in direction, as compared with neighbouring stations in Bengal, might be overlooked, but velocity was steadily increasing, and on the 20th averaged 36 miles an hour What may be a possible explanation is that the area of low pressure which was near Saugor Island on the 18th did not pass westward, that it ceased to be felt at the ground level, but continued to exist in the upper region of the atmosphere over South-west and part of East Bengal This would account for the south westerly direction of the wind at Saugor Island, the centre of disturbance having been in that case transferred north-eastward It would also account for the cyclonic circulation of winds in South-West Bengal on the 20th, and for the great amount of ascensional motion of the air which alone could produce the fall of 20 to 30 inches in two days over an area, including the greater part of the 24-Parganas, the Sunderbans, Howrah, and Khulna But as the pressure changes at the ground level give no indication of the existence of deficient pressure over Lower Bengal at that time, its existence can be only a matter of speculation On the 20th the difference from normal pressure at Calcutta was only ·04 inch, and on the 21st it was 05 inch, in both cases defect The rainfall diminished in amount rather quickly towards the west and north, and less quickly towards the east For the week ending at 8 A M on the 22nd September a fall of more than 40 inches was recorded at Kaliganj, more than 30 over a tract of country about 30 miles in breadth extending northwards from the sea coast to a little north of Calcutta, and from there eastward as far as Khulna Falls of more than 15 inches occurred over the greater part of the Sunderbans, Backergunge, Khulna, 24-Parganas, Jessore, and Burdwan

The rising pressure in the east continued during these days, and the pressure gradient became gradually steeper over the greater part of the Province and the Bay, but on the 22nd the rise became general over the Province, the low pressure area moved westward, and rainfall to a large extent ceased in Lower Bengal There were still falls of 2 to 4 inches, but those were mostly in the south-western districts The rise of pressure moved westward, and readings were in excess over the whole area from the 23rd onwards till the 27th, when the depression having recurved and moved northwards affected weather and caused heavy rainfall in the west of Bihar On the 28th the disturbance ceased to exist, the depression having broken up on reaching the Himalayas

While the heavy rain was falling in south of the Province, very little fell in North Bengal and Bihar, but temperature was unusually low over almost the whole area. Defect was greatest in the region of heavy cloud and rain, and was for several days on an average little short of 10° below the normal In the central and northern districts defect varied from 5° to 8° This defect slowly disappeared, and it was not till the 27th that mean temperature was approximately normal over the greater part of the Province.

At the end of the month after the depression finally disappeared, the pressure distribution rapidly changed Pressure fell over the Bay and rose inland, so that readings became highest in the northern districts and lowest in the south, the first indication of the approaching change of season Light northerly winds prevailed with comparatively low temperature, except in the extreme east, cloudless skies and only a few scattered showers.

Owing to the phenomenal rainfall at the end of the third week, the total fall for September was much above the average in the south-west of the Province, and as heavy rainfall occurred subsequently in Bihar, there was a moderate excess in that division South-West Bengal received 280 per cent of the normal, Chota Nagpur 194 per cent, and Orissa 165 per cent In East Bengal the distribution was irregular, amounts varying from very heavy in the western parts of the division to light in the east, and in North Bengal there was considerable defect

Cold season pressure conditions having appeared before the end of September, they continued more marked than usual in October, and, with the exception of two periods of disturbed weather, the month was drier and cooler than in ordinary years

The first of the two disturbances developed in the east of the Bay, moved north-westward into the north-west angle, and after crossing Orissa about the 6th recurved towards the north. While the central area was approaching and crossing Orissa, heavy rain fell in that area During the northerly movement of the depression general rain fell in the western districts, especially between the 7th and 9th in Chota Nagpur and on the 10th in Bihar The second disturbance entered the Bay from the east about the 20th and developed into one of considerable depth while crossing the Bay towards the Madras Coast which it crossed on the 24th The influence of this depression was slight over the Province, as only scattered rainfall occurred in Orissa and Lower Bengal

In October Orissa received 16 per cent excess, but in all other parts rainfall was deficient, Bengal Proper received less than half the usual amount, Chota Nagpur 62 per cent of the normal, and Bihar 81 per cent

Since the end of October fine rainless weather has prevailed

Actual rainfall in inches during 1900

Meteorological Divisions.	May	June	July	August	September	October	Monsoon season, 1900
South-West Bengal	5 02	8 82	9 60	10 79	21 13	1 62	59 98
North Bengal ...	7 20	18 23	20 46	6 87	10 22	1 52	64 50
East Bengal ..	6 31	19 51	19 75	11 47	9 84	2 18	69 06
Bihar ..	2 17	10 23	12 41	7 39	10 94	2 31	45 45
Orissa ..	3 99	7 66	11 61	20 83	17 68	6 80	68 57
Chota Nagpur ...	2 27	7 42	8 49	13 24	15 73	1 82	48 97

Variation of actual rainfall from the normal in inches

Meteorological Divisions	May	June	July.	August	September	October	Monsoon season, 1900
South-West Bengal	—0 70	—1 64	—2 53	—1 11	+15 51	—2 38	+7 15
North Bengal	—2 05	+0 95	+3 72	—7 66	—3 19	—2 76	—10 99
East Bengal ..	—3 85	+2 82	+2 19	—4 29	—0 85	—3 27	—7 25
Bihar .	—0 55	+2 37	—0 61	—1 69	+2 35	—0 53	—1 66
Orissa	—0 47	—1 54	—0 06	+8 85	+6 96	+0 95	+14 69
Chota Nagpur	—0 51	—0 66	—5 34	—0 11	+7 61	—1 12	—0 13

Variation expressed as a percentage of the normal fall

Meteorological Divisions.	May	June	July	August	September	October	Monsoon season, 1900.
South-West Bengal	—12	—16	—21	— 9	+180	—60	+14
North Bengal ..	—22	+ 5	+22	—53	— 24	—64	—15
East Bengal	—38	+17	+12	—27	— 8	—60	—10
Bihar ..	—20	+30	— 5	—31	+ 27	—19	—4
Orissa ...	—11	—17	— 1	+74	+ 65	+16	+27
Chota Nagpur	—18	— 8	—39	— 1	+ 94	—38	0

Meteorological Office, Bengal,
The 4th January 1901

C. LITTLE,
Meteorological Reporter to the Govt. of Bengal.

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Actual rainfall in inches during 1900

METEOROLOGICAL DIVISIONS.	May	June	July	August	September	October	Monsoon season, 1900
South-West Bengal	5.02	8.82	9.60	10.79	24.13	1.62	59.98
North Bengal ..	7.20	18.23	20.46	6.87	10.22	1.52	64.50
East Bengal ...	6.31	19.51	19.75	11.47	9.84	2.18	69.06
Bihar ...	2.17	10.23	12.41	7.39	10.94	2.31	45.45
Orissa	3.99	7.66	11.61	20.83	17.68	6.80	68.57
Chota Nagpur ..	2.27	7.42	8.49	13.24	15.73	1.82	48.97

Variation of actual rainfall from the normal in inches

METEOROLOGICAL DIVISIONS	May	June	July.	August	September	October	Monsoon season, 1900
South West Bengal	—0.70	—1.64	—2.53	—1.11	+15.51	—2.38	+7.15
North Bengal	—2.05	+0.95	+3.72	—7.66	—3.19	—2.76	—10.99
East Bengal ..	—3.85	+2.82	+2.19	—4.29	—0.85	—3.27	—7.25
Bihar ..	—0.55	+2.37	—0.61	—1.69	+2.35	—0.53	—1.66
Orissa .	—0.47	—1.54	—0.06	+8.85	+6.96	+0.95	+14.69
Chota Nagpur	—0.51	—0.66	—5.34	—0.11	+7.61	—1.12	—0.13

Variation expressed as a percentage of the normal fall.

METEOROLOGICAL DIVISIONS	May	June	July	August	September	October	Monsoon season, 1900
South-West Bengal	—12	—16	—21	— 9	+180	—60	+14
North Bengal ...	—22	+ 5	+22	—53	— 24	—64	—15
East Bengal	—38	+17	+12	—27	— 8	—60	—10
Bihar ..	—20	+30	— 5	—31	+ 27	—19	—4
Orissa ...	—11	—17	— 1	+74	+ 65	+16	+27
Chota Nagpur	—18	— 8	—39	— 1	+ 94	—38	0

METEOROLOGICAL OFFICE, BENGAL,
The 4th January 1901

C LITTLE,
Meteorological Reporter to the Govt. of Bengal.

TABLE I

Actual monthly Rainfall of districts in Bengal for the months of May to October 1900.

[*N B* —The figures in this table are the arithmetical averages of the corresponding figures in the returns for the subdivisional stations]

Meteorological Division	Division	District	May	June	July	August	September	October	Total
1	2	3	4	5	6	7	8	9	10
South-West Bengal	Burdwan	Burdwan	6 10	7 68	7 14	10 67	19 14	0 61	51 34
		Birbhum	4 68	6 66	9 50	8 94	20 48	0 84	51 10
		Bankura	4 42	6 00	5 69	8 96	17 87	0 83	43 77
		Midnapore	6 68	7 51	9 40	13 39	24 01	1 92	62 91
		Hooghly	4 76	8 65	6 79	13 97	31 20	0 70	66 07
		Howrah	4 17	9 94	4 96	15 10	35 02	3 12	72 31
	Presidency	24-Parganas	5 13	11 09	12 22	17 21	38 08	3 31	87 04
		Calcutta	4 17	10 15	8 68	16 28	45 55	0 82	85 65
		Nadia	6 17	8 82	7 89	7 87	22 03	1 00	53 78
		Murshidabad	2 17	9 29	13 70	7 37	16 21	1 10	49 84
		Jessore	6 29	11 85	11 63	9 52	24 75	3 27	67 31
		Khulna	7 84	13 20	15 03	10 19	31 23	2 66	80 15
North Bengal	Rajshahi	Rajshahi	2 92	11 99	12 94	7 53	10 36	1 06	46 80
		Dinajpur	6 05	18 99	19 00	8 78	12 10	1 21	66 13
		Jalpaiguri	11 04	18 27	27 78	9 73	11 13	1 05	79 00
		Darjeeling	7 31	22 85	37 04	18 95	12 83	1 27	100 25
		Cooch Behar	12 31	20 96	26 96	4 91	11 76	2 35	79 25
		Rangpur	9 96	22 60	23 13	5 11	9 10	2 02	71 92
		Bogra	4 16	20 06	19 54	6 12	6 62	1 80	58 30
		Pabna	3 64	15 29	13 52	5 22	11 55	0 95	50 17
East Bengal	Dacca	Dacca	5 37	11 84	13 23	9 49	5 79	0 92	46 64
		Mymensingh	7 76	22 41	23 20	8 22	8 45	1 60	71 64
		Faridpur	6 26	8 09	11 71	10 05	13 17	2 91	52 19
		Backergunge	5 04	17 46	20 51	15 15	25 07	2 40	85 63
	Chittagong	Tippera	5 04	16 75	19 92	8 43	5 85	1 47	57 46
		Noakhali	6 54	31 54	26 64	19 49	10 00	3 90	97 11
		Chittagong	7 35	27 81	20 23	12 85	7 17	2 63	78 04
		Chittagong Hill Tracts	10 11	15 95	11 48	11 54	7 53	2 09	58 70
Bihar	Patna	Patna	1 55	9 72	8 85	7 46	7 67	1 21	36 46
		Gaya	0 59	7 69	6 87	7 15	8 80	2 68	33 48
		Shahabad	0 96	3 98	9 12	8 85	10 46	3 45	36 82
		Saran	1 34	5 79	10 30	5 59	8 72	1 41	33 15
		Champaran	2 22	6 95	11 28	7 48	13 09	3 53	44 55
		Muzaffarpur	1 25	9 20	12 45	4 53	9 34	2 05	38 82
		Darbhanga	1 05	10 64	12 70	5 49	11 58	1·26	42 72
	Bhagalpur	Monghyr	1 42	11 85	13 61	9 86	7 48	2 72	46 94
		Bhagalpur	3 38	16 96	16 15	8 53	10 98	2·04	58 94
		Purnea	6 35	17 77	25 41	7 07	19 66	2 72	78 98
		Malda	3 66	15 10	14 62	7 40	14 13	2 17	57 08
		Sonthal Parganas	3 27	9 71	13 22	8 40	13 26	2 75	50 61
Orissa	Orissa	Cuttack	2 97	6 73	12 71	21 33	19 10	7·37	70 21
		Balasore	5 80	8 33	13 13	20 17	19 85	4 41	71 69
		Puri	3 09	8 01	7 72	20 97	12 15	9 65	61 59
Chota Nagpur	Chota Nagpur	Hazaribagh	1 32	8 36	8 30	11 98	10 97	2·44	43 37
		Ranchi	2 10	8 24	9 02	13 72	18 89	1 80	53 77
		Palamau	0 94	5 24	8 59	13 69	14 31	1 65	44 42
		Manbhum	2 51	7 28	6 98	11 87	17 58	1·41	47 63
		Singhbhum	4 58	6 82	9 93	16 58	19 17	1·49	58 57

TABLE II

Variation of the average district actual monthly Rainfall from the normal average for the months of May to October 1900

Meteorological Division	Division	District	May	June	July	August	September	October	Total
1	2	3	4	5	6	7	8	9	10
South-West Bengal	Burdwan	Burdwan	+ 1 08	— 1 53	— 4 87	— 0 98	+11 38	— 2 68	+ 2 40
		Birbhum	+ 0 52	— 4 07	— 3 21	— 3 15	+10 58	— 2 49	— 1 82
		Bankura ...	— 0 38	— 4 41	— 6 98	— 3 46	+ 9 72	— 2 33	— 7 87
		Midnapore	+ 1 39	— 2 29	— 3 02	+ 0 21	+14 97	— 2·51	+ 8 75
		Hooghly ..	— 0 53	— 1 05	— 5 23	+ 1 51	+23 14	— 3 41	+14 43
		Howrah	— 1 29	— 0 30	— 7 00	+ 2 81	+26 95	— 0 63	+20 54
	Presidency	24-Parganas .	— 0 32	+ 0 47	— 0 31	+ 4 00	+28 98	— 1 97	+30 85
		Calcutta	— 1 26	— 0 59	— 3 78	+ 3 33	+36 22	— 3 57	+30 35
		Nadia	— 0 82	— 0 90	— 2 61	— 3 42	+13 91	— 3 12	+ 3 54
		Murshidabad	— 3 20	— 0 31	+ 2 59	— 2 74	+ 7 19	— 2 58	+ 0 95
		Jessore ..	— 0 77	+ 0 56	+ 1 22	— 1 23	+17 02	— 1 07	+15 73
		Khulna	+ 1 35	+ 0 55	+ 2 21	— 1 59	+22 38	— 2 28	+22 62
North Bengal	Rajshahi	Rajshahi	— 3 28	+ 1 93	+ 1 22	— 2 92	0	— 2 41	— 5 46
		Dinajpur	+ 0 17	+ 6 10	+ 5 07	— 2 83	+ 0 74	— 2 51	+ 6 71
		Jalpaiguri .	— 1 23	— 7 20	— 0 30	—13 76	— 7 91	— 3 37	—33 86
		Darjeeling	— 4 07	— 4 37	+ 1 57	— 9 03	— 6 70	— 4 89	—27 49
		Cooch Behar .	— 1 70	— 8 18	+ 2 93	—17 46	— 7 62	— 3 14	—35 47
		Rangpur ..	— 1 11	+ 3 09	+ 7 90	— 6 94	— 4 23	— 2 68	— 3 97
		Bogra	— 3 78	+ 7 57	+ 6 97	— 5 41	— 3 98	— 2 44	— 1 07
		Pabna .	— 4 11	+ 4 11	+ 2 39	— 5·05	+ 2 21	— 3 19	— 4 21
East Bengal	Dacca	Dacca	— 4 28	— 0 88	— 0 23	— 3 15	— 2 90	— 3 30	—14 74
		Mymensingh	— 3 29	+ 4 50	+ 7 03	— 6 66	— 3 89	— 3 45	— 5 76
		Faridpur	— 2 24	+ 4 16	— 0 14	— 1 46	+ 5 11	— 1 40	— 4 29
		Backergunge	— 3 06	+ 1 21	+ 1 86	— 0 13	+14 50	— 3 53	+10 85
	Chittagong	Tippera	— 5 28	+ 2 70	+ 6 95	— 4 42	— 3 38	— 3 22	— 6 65
		Noakhali	— 4 39	+10 00	+ 0 98	— 5 11	— 3 98	— 3 83	— 6 33
		Chittagong	— 4 19	+ 5 30	— 8 15	— 8 33	— 4 47	— 4 11	—23 95
		Chittagong Hill Tracts	— 1 27	— 1 92	— 7 10	— 6 49	— 3 97	— 4 15	—25 20
Behar ...	Patna	Patna	— 0 45	+ 2 74	— 3 35	— 3 81	+ 0 61	— 1 74	— 5 80
		Gaya	— 0 86	+ 2 09	— 5 24	— 4 69	+ 2 35	+ 0 07	— 6 28
		Shahabad	— 0 07	— 1 19	— 2 57	— 3 41	+ 3 63	+ 0 58	— 3 33
		Saran	— 0 43	— 1 15	— 1 84	— 5 30	+ 1 12	— 2 08	— 9 68
		Champaran ...	— 0 44	— 3 20	— 2 48	— 5 74	+ 3 79	+ 0 22	— 8 05
		Muzaffarpur ..	— 0 98	+ 1 89	+ 0 06	— 6 73	+ 1 77	— 0 59	— 4 67
		Darbhanga ..	— 1 48	+ 3 23	+ 0 23	— 7 42	+ 1 67	— 0 84	— 4 61
	Bhagalpur	Monghyr	— 1 18	+ 4 94	+ 0 39	— 2 02	— 0 51	+ 0 36	+ 1 98
		Bhagalpur	— 0 13	+ 8 45	+ 3 03	— 3 15	+ 1 71	+ 0 35	+10 26
		Purnea	+ 0 69	+ 4 69	+ 7 69	— 8 71	+ 6 74	— 0 36	+10 74
		Malda	— 1 03	+ 5 37	+ 1 22	— 3 78	+ 2 94	— 1 28	+ 3 44
		Sonthal Parganas	— 0 38	+ 0 96	+ 0 05	— 2 99	+ 4 09	— 0 82	+ 0 91
Orissa ...	Orissa	Cuttack ...	— 1 60	— 3 19	+ 0 94	+ 8 99	+ 8 84	+ 1 52	+15 50
		Balasore ...	+ 0 68	— 0 61	+ 1 04	+ 8 67	+ 8 63	— 0 68	+17 70
		Puri	— 0 26	— 0 35	— 3 22	+ 8 89	+ 1 41	+ 2 74	+ 9 21
Chota Nagpur	Chota Nagpur	Hazaribagh	— 1 39	+ 0 78	— 6 06	— 1 47	+ 2 46	— 1 00	— 6 68
		Ranchi	— 0 71	+ 0 13	— 4 61	+ 0 05	+10 13	— 0 62	+ 4 37
		Palamau ...	— 0 28	— 1 20	— 5 56	— 0 36	+ 6 49	— 1 13	— 2 04
		Manbhum	— 0 62	— 1 65	— 6 39	— 1 38	+ 9 79	— 1·21	— 1 46
		Singhbhum ..	+ 0 69	— 2 36	— 3 44	+ 4 17	+11 31	— 1 48	+ 8 89

TABLE III.

The variation of the average district monthly Rainfall expressed as a percentage of the normal fall for the months of May to October 1900

Meteorological Division	Division	District	May	June	July	August.	September.	October	Total
1	2	3	4	5	6	7	8	9	10
South-West Bengal.	Burdwan	Burdwan	+ 22	— 17	— 41	— 8	+ 147	— 81	+ 5
		Birbhum	+ 13	— 38	— 25	—26	+ 107	— 75	— 3
		Bankura	— 8	— 43	— 55	— 28	+ 119	— 74	—15
		Midnapore	+ 26	— 23	— 24	+ 2	+ 166	— 57	+ 16
		Hooghly	— 10	— 11	— 44	+ 12	+ 287	— 83	+ 28
		Howrah ...	— 24	— 3	— 59	+ 23	+ 334	— 17	+ 40
	Presidency	24-Parganas	— 6	+ 4	— 2	+ 30	+ 318	— 37	+ 55
		Calcutta	— 23	— 5	— 30	+ 26	+ 388	— 81	+ 55
		Nadia	— 5	— 9	— 25	— 30	+ 171	— 76	+ 7
		Murshidabad	— 60	— 3	+ 23	—27	+ 80	— 70	+ 2
		Jessore ..	— 11	+ 5	+ 12	—11	+ 220	— 25	+ 30
		Khulna	+ 21	+ 4	+ 17	—14	+ 253	— 46	+ 39
North Bengal.	Rajshahi	Rajshahi ...	— 53	+ 19	+ 10	—28	0	— 69	—10
		Dinajpur	+ 3	+ 47	+ 36	—25	+ 7	— 68	+ 11
		Jalpaiguri ..	— 10	— 29	— 1	— 59	— 42	— 76	—30
		Darjeeling	— 36	— 16	+ 4	— 32	— 34	— 79	— 22
		Cooch Behar	— 12	— 29	+ 12	—78	— 39	— 57	—31
		Rangpur	— 10	+ 16	+ 52	—58	— 32	— 57	— 5
		Bogra	— 48	+ 61	+ 55	—47	— 38	— 58	— 2
		Pabna	— 53	+ 41	+ 21	—53	+ 24	— 77	— 8
East Bengal	Dacca	Dacca	— 44	— 7	— 2	—25	— 33	— 78	—24
		Mymensingh	— 30	+ 25	+ 43	—45	— 32	— 68	— 7
		Faridpur ..	— 26	— 34	— 1	—13	+ 63	— 32	— 8
		Backergunge	— 38	+ 7	+ 10	— 1	+ 137	— 60	+ 15
	Chittagong	Tippera	— 51	+ 19	+ 54	—34	— 37	— 69	—10
		Noakhali	— 40	+ 46	+ 4	—21	— 28	— 50	— 6
		Chittagong ...	— 36	+ 24	— 29	—39	— 38	— 61	—23
		Chittagong Hill Tracts	— 11	— 11	— 38	—36	— 35	— 68	—30
Bihar ...	Patna	Patna	— 23	+ 39	— 27	—34	+ 12	— 59	—14
		Gaya ...	— 59	+ 37	— 43	—40	+ 36	+ 3	—16
		Shahabad	— 7	— 27	— 22	—28	+ 53	+ 20	— 8
		Saran ...	— 24	— 17	— 15	—49	+ 15	— 60	—23
		Champaran ...	— 17	— 32	— 18	—48	+ 38	+ 7	—15
		Muzaffarpur	— 44	+ 24	+ 1	—60	+ 23	— 22	—11
		Darbhanga	— 59	+ 44	+ 2	—57	+ 17	— 40	—10
	Bhagalpur	Monghyr ...	— 46	+ 71	+ 3	—17	— 6	+ 15	+ 4
		Bhagalpur ..	— 4	+ 99	+ 23	—27	+ 18	+ 14	+ 21
		Purnea ...	+ 1[illegible]	+ 36	+ 43	—55	+ 52	— 12	+ 16
		Malda ...	— 22	+ 55	+ 9	—34	+ 26	— 37	+ 6
		Sonthal Parganas ..	— 10	+ 11	+ 1	—26	+ 45	— 23	+ 2
Orissa ...	Orissa	Cuttack	— 35	— 32	+ 8	+ 73	+ 86	+ 26	+ 28
		Balasore	+ 13	— 7	+ 9	+ 75	+ 77	— 13	+ 88
		Puri ...	— 8	— 4	— 29	+ 74	+ 18	+ 40	+ 18
Chota Nagpur	Chota Nagpur	Hazaribagh ...	— 51	+ 10	— 42	—11	+ 29	— 39	—13
		Ranchi ...	— 25	+ 2	— 34	+ 1	+ 116	— 26	+ 9
		Palamau ..	— 23	— 19	— 39	— 3	+ 83	— 40	— 4
		Manbhum ..	— 20	— 18	— 48	—10	+ 126	— 46	— 3
		Singhbhum ...	+ 18	— 26	— 26	+ 34	+ 144	— 50	+ 18

TABLE IV

Monthly Rainfall of the subdivisional Rainfall-recording stations in the Province of Bengal for the months of May to October 1900

Meteorological Division	Division	District	Station	May	June	July	August	September	October	TOTAL
1	2	3	4	5	6	7	8	9	10	11
South-West Bengal	Burdwan	Burdwan	Kalna	7.50	8.00	8.21	12.19	18.55	0.53	54.98
			Burdwan	6.03	8.04	7.79	8.79	17.55	0.15	48.35
			Katwa	6.17	9.56	10.31	10.94	19.17	0.75	56.93
			Raniganj	4.67	4.47	6.04	9.71	16.49	0.79	42.17
			Mankur	6.15	8.32	3.33	11.71	23.94	0.62	54.07
		Birbhum	Suri	5.68	6.04	9.58	10.27	19.15	1.17	51.89
			Hetampur	3.87	5.95	10.15	8.50	24.19	0.71	53.37
			Rampur Hat	2.50	7.56	11.68	9.16	18.81	1.14	50.85
			Bolpur	6.67	7.08	6.59	7.83	19.75	0.35	48.27
			Murarai	4.67	17.28	22.38	7.11	17.95	1.52	70.91
			Labpur	4.83	7.06	11.53	6.85	21.92	0.71	52.90
		Bankura	Bankura	5.65	5.67	5.01	10.72	18.63	0.25	45.93
			Vishnupur	4.96	7.79	5.39	11.14	18.47	0.75	48.50
			Maliara	4.06	4.41	2.86	9.14	14.29	1.24	36.03
			Khatra	3.42	4.16	5.66	7.70	24.14	1.30	46.38
			Indas	4.39	8.79	7.41	6.96	19.59	0.71	47.85
			Kotalpur	2.51	6.81	9.98	7.15	11.73	1.17	39.35
			Onda	5.83	5.55	3.33	8.40	19.13	0.60	42.84
			Gangajalghati	2.55	5.07	5.44	11.60	11.27	0.39	36.32
			Raipur	6.42	3.60	6.45	8.12	23.58	0.35	48.52
			Sonamukhi	4.39	8.14	5.32	8.71	17.91	1.58	46.05
		Midnapore	Contai	7.44	11.44	10.29	17.92	26.30	3.50	76.89
			Tamluk	9.89	8.62	3.47	11.11	25.82	2.19	61.13
			Midnapore	5.68	6.32	15.62	14.74	22.28	1.74	66.38
			Ghatal	7.04	6.69	6.27	11.36	18.08	0.55	49.99
			Kukrahati	7.35	6.22	7.11	12.41	36.49	3.21	72.82
			Garhbeta	2.71	5.79	13.61	12.77	15.08	0.30	50.26
			Panskura	6.91	6.96	2.60	18.45	21.28	1.54	57.77
			Danton	7.89	6.18	5.69	19.29	17.79	3.90	60.74
		Hooghly	Serampore	3.74	9.80	10.10	19.71	46.46	1.54	91.35
			Hooghly (Arambagh)	[illegible] 43	9.64	4.67	16.14	31.97	0.46	67.31
			Jahanabad	6.11	[illegible]	5.60	6.07	15.18	0.09	39.50
		Howrah	Howrah	3.44	9.41	6.74	16.28	42.15	0.90	78.92
			Mohesreka	4.90	10.47	3.18	13.91	27.88	5.33	65.67
			Uluberia	3.67	8.18	8.01	11.39	27.93	3.77	62.95
	Presidency	24 Parganas	Saugor Island	4.77	14.54	16.39	15.74	29.87	6.35	87.66
			Diamond Harbour	6.73	11.81	16.05	10.98	44.26	4.27	94.10
			Budge-Budge	5.48	7.57	8.80	13.83	33.92?	6.75	76.35
			Canning Town	6.75	10.29	16.50	11.71	27.67	1.96	74.88
			Alipore (Observatory)	4.17	10.15	8.68	16.28	45.55	0.82	85.65
			Barrackpore	4.29	9.47	9.86	17.88	40.56	2.21	84.27
			Dum-Dum	6.66	11.11	9.34	15.99	41.77	1.76	86.93
			Barasat	3.63	6.98	6.11	32.09	45.54	5.12	99.47
			Basirhat	3.07	13.16	11.30	16.08	36.91	1.48	82.00
		Nadia	Ranaghat	8.05	6.83	6.39	9.77	26.68	0.05	57.77
			Krishnagar	4.67	4.96	8.67	9.70	29.32	0.70	58.02
			Chuadanga	4.26	10.29	6.18	8.36	16.53	0.51	46.13
			Meherpur	7.83	11.12	9.17	4.51	18.13	2.46	52.72
			Kushtia	6.53	10.92	9.03	7.01	19.50	1.28	54.27
		Murshidabad	Kandi	2.49	7.95	13.46	9.65	20.67	1.86	56.08
			Berhampore	1.87	6.84	16.81	9.62	21.96	0.49	57.59
			Lalbag	1.45	5.60	15.96	11.88	17.07	0.40	52.36
			Azimganj	1.98	10.52	13.59	9.85	13.74	1.02	50.70
			Jangipur	3.73	9.70	14.31	5.38	12.49	1.19	46.80
			Lalgola	1.70	8.70	10.45	6.20	18.80	2.80	48.65
			Akhriganj ..	1.39	11.06	11.44	4.26	12.60	0.91	41.66
			Patkabari ...	0.80	7.10	5.10	3.50	16.50	Nil	33.00
			Dumkal ..	2.75	13.93	13.57	6.00	12.76	0.15	49.16

Meteorological Division	Division	District	Station	May	June	July	August	September.	October	Total.
1	2	3	4	5	6	7	8	9	10	11
South-West Bengal—concld.	Presidency—concld.	Jessore	Narail	7 43	9 08	10 42	13 96	24 03	3 25	68 17
			Jessore	7 18	15 60	10 17	9 60	22 06	5 96	70 57
			Jhenidah	4 63	16 68	13 75	5 98	20 86	2 37	64 27
			Magura	7 18	8 12	14 17	9 10	19 31	1 01	58 89
			Bongaon	5 01	4 79	9 62	8 95	37 51	3 74	74 62
		Khulna	Satkhira	7 11	12 28	12 07	10 31	37 19	4 29	83 55
			Bagerhat	8 73	14 66	19 43	10 01	35 86	2 25	91 00
			Khulna	7 32	12 67	13 59	10 26	20 64	1 45	65 93
			Kaliganj	4 92	11 75	17 70	20 80	51 90	5 14	112 51
			Kalipur	7 66	13 11	10 61	14 66	30 73	3 82	80 60
			Dumuria	4 38	12 95	10 55	9 35	29 92	0 80	67 95
			Rampal	5 14	13 14	16 10	7 96	29 69	1 96	74·29
			Kaliroa	5·70	9 45	11 86	10 78	34 48	2 11	74 38
			Paikgacha	9 93	10 40	12 22	21 59	37 54	7 56	99 23
			Mollahat	6 44	12 00	13 74	22 91	32 61	0 97	89 30
			Morellganj	4 48	13 47	17 68	10 70	33 74	2 12	82 19
			Tala	8 57	14 91	15 19	13 93	30 67	3 14	86 21
North Bengal	Rajshahi	Rajshahi	Boalia	2 08	9 54	13 35	9 98	14·50	2 60	52 55
			Natore	4 08	11 73	16 39	8 17	12 18	0 25	52 80
			Naugaon	1 79	15 77	15 14	6 55	7 21	0 32	46 78
			Lalpur	3 26	9 86	9 17	11 27	15 06	0 55	49 49
			Manda	3 55	12 30	7 10	3 92	5 75	2 03	34 45
			Mahadebpur	2 15	12 71	16 21	5 29	7 43	0 61	44 70
		Dinajpur	*Nitpur*	3 41	15 68	11 10	3 72	13 86	0 28	48 05
			Nawabganj	4 05	24 71	22 89	4 62	13 73	2 00	72 60
			Gangarampur	5 53	16 03	14 90	9 64	13 79	2 95	63 44
			Chintaman	6 61	13 86	15 96	7 61	16 86	0 61	61 51
			Raiganj	6 25	24 27	27 51	6 94	11 33	2 38	78 68
			Dinajpur	8 53	24 22	20 76	14 54	15 18	0 56	83 50
			Balurghat	3 41	13 62	11 75	6 03	5 04	1 28	40 83
			Thakurgaon	5 1	20 51	29 51	5 87	16 95	1 37	70 46
			Setabganj	7 16	23 56	14 57	7 80	14 85	2 20	70 14
			Ramganj	9 45	3 01	11 23	6 61	17 26	1 45	72 01
		Jalpaiguri	Jalpaiguri	17 10	22 18	53 61	12 27	16 36	0 30	102 21
			Alipur Duar	11 55	22 75	31 91	11 52	10 10	0 46	91 12
			Fallacotta	8 75	14 20	21 88	9 07	7 86	1 22	65 96
			Debiganj	6 50	14 35	17 70	5 97	10 20	2 22	56 74
			Bhagatmari (Nagrakatta)	8 77	17 95	41 53	22 01	8 00	2 14	100 40
			Kalchini	12 18	15 80	36 07	16 68	8 32	0 64	90 49
		Darjeeling	Pusa	10 95	22 52	58 38	28 39	7 82	3 41	131 51
			Siliguri	9 70	18 61	33 84	13 17	20 22	1 17	96 74
			Darjeeling	4 95	20 10	32 79	18 18	15 09	0 34	101 43
			Kalimpong	3 61	26 12	23 11	16 08	8 18	0 47	71 30
			Mungpoo	8 2	34 09	33 99	23 00	18 70	0 17	119 37
			Kurseong	7 09	41 17	45 24	22 92	18 86	0 99	136 27
			Pedong	6 81	19 23	26 83	16 68	9 67	0 22	79 44
		Tibet	*Yatung*	3 73	11 36	15 14	9 12	4 26	0 73	42 64
		Cooch Behar	Dinhatta	15 95	21 23	26 52	3 73	11 47	2 82	81 73
			Cooch Behar	15 53	19 81	27 56	5 58	11 21	1 17	83 36
			Mekliganj	10 10	25 11	30 39	7 05	8 65	3 84	83 14
			Mathabhanga	7 65	19 61	23 56	3 29	12 72	1 57	68 44
			Lalbazar	18 35	23 03	27 18	5 53	15 81	2 85	90 78
		Rangpur	Bhawaniganj (*Gaibanda*)	8 52	20 29	18 36	4 08	5 28	1 89	58 83
			Rangpur	8 20	25 00	22 58	5 12	8 45	1 98	71 33
			Pirganj	6 74	2 06	17 10	7 89	6 18	0 26	61 23
			Kurigaon	14 43	19 79	27 97	3 39	6 85	3 13	75 56
			Gobindganj	4 73	16 34	21 35	8·24	4 81	2 04	58 11
			Bagdogra (*Nilphamari*)	7 5	24 79	20 51	8 62	12 67	2 60	73 54
			Ulipur	11 50	26 21	26 21	4 32	11 87	0 48	80 59
			Sundarganj	8 05	19 71	22 95	7 71	6 18	0 31	64·93
		Bogra	Sherpur	3 43	19 32	20 47	7 33	5 65	0 49	56 69
			Nowkhilla	7 45	21 78	25 03	3 78	8 89	0 46	70·37
			Bogra	2 49	20 71	19 35	8 39	4 75	2 74	58 45
			Panchbibi	3 27	15 13	13 32	4 38	7 17	3 19	47 66
		Pabna	Pabna	4 21	11 47	13 21	6 14	15 31	0 45	53 72
			Sirajganj	3 07	16 11	13 82	4 39	7·79	1 44	46 52

Meteorological Division	Division	District	Station	May	June	July	August	September	October	Total
1	2	3	4	5	6	7	8	9	10	11
East Bengal	Dacca	Dacca	Munshiganj	5 81	11 41	13 06	13 78	6 46	0 08	50 10
			Dacca	3 73	9 74	16 18	7 71	6 01	1 01	44 38
			Narayanganj	4 80	9 25	11 04	10 07	[illegible]	0 52	41 07
			Manikganj	4 56	16 70	14 29	9 09	6 64	0 68	51 96
			Jaydebpur	8 47	12 12	11 58	6 81	4 43	2 30	45 71
		Mymensingh	Kishoreganj	6 10	18 [illegible]	27 44	7 11	10 94	2 50	72 83
			Atia (*Tangail*)	4 27	12 12	10 43	5 53	5 20	2 12	39 67
			Mymensingh	8 21	20 81	39 86	8 19	10 26	1 82	89 15
			Jamalpur	4 30	25 29	22 98	3 36	4 88	0 80	61 61
			Netrakona	6 66	32 21	25 35	16 00	14 72	2 40	97 34
			Subarnakhali	4 65	14 49	14 46	3 79	5 88	1 60	44 87
			Durgapur	17 85	33 80	16 90	11 10	13 90	0 84	97 39
			Sherpur Town	6 15	15 02	24 85	10 72	2 73	0 52	59 99
			Dewanganj	10 07	18 84	28 15	10 65	2 30	2 26	72 21
			Naldanga	8 72	16 [illegible]	30 68	9 15	11 36	1 26	77 82
		Faridpur	Madaripur	4 50	6 25	8 33	9 40	11 92	1 00	44 10
			Faridpur	8 17	10 99	14 48	11 30	13 38	4 33	63 18
			Goalundo	5 92	7 11	12 61	9 26	11 00	3 40	49 30
		Backergunge	Patuakhali	2 88	14 74	22 33	16 13	28 97	1 60	86 65
			Pirojpur	7 14	15 73	17 59	12 17	26 44	1 48	78 85
			Barisal	3 48	18 47	19 88	14 11	25 44	3 27	81 65
			Gaurnadi	6 24	12 05	18 [illegible]	14 84	17 15	0 90	69 25
			Bhola	1 60	[illegible]	21 31	14 37	18 77	4 88	86 14
			Daulatkhan	8 89	25 39	[illegible]	18 90	16 92	1 48	93 89
			Bauphal	6 22	23 [illegible]	23 87	19 28	32 91	2 27	108 11
	Chittagong	Hill Tippera	Agartala	5 77	18 [illegible]	19 33	2 40?	5 45	1 10	52 27?
		Tippera	Comilla	5 81	20 [illegible]	25 79	9 [illegible]0	5 01	3 09	67 79
			Chandpur	4 [illegible]	11 62	11 [illegible]	14 21	11 30	0 98	54 62
			Brahmanbaria	[illegible]	17 9[illegible]	27 10	1[illegible]7	4 69	2 85	63 12
			Ramchandrapur	3 63	1[illegible]	14 17	4 58	1[illegible]	0 20	37 29
			Nasirnagar	5 56	15 10	26 69	9 63	6 16	0 10	62 24
			Daudkandi	3 78	[illegible] 96	10 01	6 50	6 25	Nil	32 50
			Kasba	10 14	24 31	24 79	7 23	4 95		
			Laksam	[illegible]50	24 0[illegible]	21 11	7 35	3 99	2 19	64 19
		Noakhali	Noakhali	9 05	31 [illegible]	27 09	21 75	11 52	4 83	108 81
			Fenny	6 87	28 36	27 12	17 15	7 87	2 20	89 87
			Hatiapur	5 4[illegible]	31 [illegible]	21 25	22 3[illegible]	10 08	3 01	106 33
			Ramganj	1 80	28 [illegible]	18 78	1[illegible]	10 51	3 56	83 16
			Chhagalnaiya	9 64	27 [illegible]	35 17	15 92	6 47	1 28	93 95
			Hatia	8 77	2[illegible]	27 83	19 70	15 6[illegible]	7 12	101 65
			Lakhipur	4 46	21 [illegible]	2[illegible] 06	14 1[illegible]	15 69	1 42	83 14
		Chittagong	Cox's Bazar	6 86	[illegible]	35 24	21 49	14 38	0 70	112 30
			Chittagong	6 62	20 [illegible]	15 50	11 01	3 [illegible]	1 16	72 66
			Kutubdia	10 20	25 68	1[illegible]	8 [illegible]	7 22	2 62	72 49
			Satkania	7 48	24 70	14 [illegible]	12 70	5 61	2 31	67 41
			Kodala	5 57	25 06	13 59	10 21	19	6 01	65 36
			Teknaf	8 00	26 [illegible]	18 [illegible]	13 85	6 72	4 23	78 60
			Musaria	9 24	36 1[illegible]	[illegible] 77	13 60	8 34	3 15	100 29
		Chittagong Hill tracts	Rangamatia	10 11	15 9[illegible]	11 48	11 54	7 [illegible]	2 09	58 70
			Bandarban	4 34	20 [illegible]	13 28	7 17	6 81	4 21	56 65
Bihar	Patna	Patna	Patna	1 98	7 90	13 69	10 82	8 50	1 01	44 90
			Dinapore	0 4[illegible]	6 09	10 13	10 47	7 67	0 70	35 51
			Bihar	1 91	8 65	6 73	7 67	5 06	1 36	31 56
			Barh	0 77	13 98	5 83	5 09	7 63	1 75	35 05
			Bikram	2 61	9 14	8 41	6 22	6 95	1 35	34 69
			Hilsa	1 60	12 60	7 [illegible]0	4 5[illegible]	10 20	0 85	37 05
		Gaya	Aurangabad	0 27	7 50	6 96	11 0[illegible]	7 24	4 20	37 22
			Gaya	1 61	7 51	4 91	8 04	8 93	1 78	32 81
			Nawada	0 93	7 81	7 18	8 05	12 11	2 34	38 42
			Jahanabad	0 70	9 25	5 17	6 64	9 48	1 90	33 14
			Arwal	0 36	6 35	7 83	4 05	12 82	1 78	35 18
			Daudnagar	0 34	5 81	10 41	6 41	6 53	3 10	32 60
			Sherghati	0 47	5 14	6 17	8 43	9 14	2 40	33 65
			Rajauli	?	?	?	?	5 26	1 5[illegible]	6 [illegible]?
			Pakri Barawan	0 60	10 80	6 35	4 50	7 68	3 08	33 01
			Deo	0·10	3 78	5 51	8 54	10 85	2 4[illegible]	31 20

METEOROLOGICAL DIVISION	Division.	District	Station	May	June	July	August	September	October	TOTAL.
1	2	3	4	5	6	7	8	9	10	11
BIHAR—*contd*	Patna—*contd*	Shahabad	Buxar	0 40	4 06	10 42	5 55	8 86	1 68	30 97
			Dehri	1·54	4 27	5 85	9 40	9 22	3 42	33 70
			Bhabhua	0 62	3 90	5 95	10 36	11 83	7 91	40 57
			Sasaram	1 17	5 44	8 79	9 30	9 79	2 86	37 35
			Arrah	1 31	3 50	16 84	9 43	7 99	1·39	40 46
			Mohanea	0 90	2 71	6 88	9 08	15 06	10·26	44·89
			Khai	0 15	2 78	6 77	4 08	9 47	6 12	29 37
			Ageaon	1 04	5 53	7 65	4 25	8 48	1 31	28 26
			Ramagar	0 51	4 15	5 58	4 77	6 99	0 96	22 96
			Koath	0 11	3 69	5 77	10 60	9 41	1 94	31 52
			Sikroul	0 13	3 46	4 90	5 73	6 87	1 40	22 49
			Bassouan	Nil	5 53	6 82	7 04	10 76	7 78	37 93
			Monaharpur	0 54	2 75	6 77	5 39	8 13	6 38	30 26
			Chausa	0 19	4 68	8 70	6 59	8 58	2 23	30 97
		Saran	Gopalganj	2 51	3 83	11 94	5 71	9 69	2 20	35 88
			Siwan	0 77	5 17	9 69	4 52	6 97	1 08	28 20
			Ekma	Nil	8 58	10 35	9 87	7 42	0 70	36 42
			Chapra	0 74	8 37	9 28	6 55	9 50	0 95	35 89
			Hathwa	1 47	8 01	12 42	4 96	7 71	2 12	36 69
			Amnour	1 20	6 76	8 55	7 55	11 58	1 16	36 80
			Basantpur	0 78	9 41	5 28	7 48	10 37	2 27	35 59
			Darauli	2 28	2 81	9 15	6 34	6 49	1 99	29 09
			Bhoreh	4 45	5 60	3 14	5 18	8 35	2 76	29 48
		Champaran	Motihari	1 09	9 31	11 60	6 74	13 82	2 32	44 88
			Bettiah	5 19	6 25	10 98	10 23	14 68	4 10	51 73
			Bagaha	1 70	7 53	9 19	14 99	10 71	3 37	37 79
			Burhiuwa	0 88	5 06	13 06	7 96	13 13	4 04	44 13
			Ramnagar	1 94	10 16	16 87	3 73	10 51	4 10	47 31
		Muzaffarpur	Sitamarhi	3 69	13 33	17 71	5 76	9 15	3 72	53 36
			Muzaffarpur	1 52	9 66	13 90	3 56	8 22	1 99	38 85
			Hajipur	0 38	7 04	8 94	5 61	10 45	0 85	33 27
			Paru	0 26	6 22	13 40	2 86	9·48	0 97	33 19
			Mahuwa	0 37	9 40	9 21	4 60			
			Shuhar	1 13	11 10	9 09	5 05	8 23	2 41	37 01
			Pupri	0 49	7 85	11 67	4 26	10 51	2 35	37 13
		Darbhanga	Tajpur	1 17	8 27	11 88	6 83	13 32	0 45	41 92
			Darbhanga	0 10	12 21	12 16	3 89	12 12	0 90	41 68
			Madhubani	2 12	10 94	12 36	4 51	14 55	2 02	46 50
			Baheri	0 97	11 87	11 19	3 62	8 76	0 69	37 10
			Rosera	0 60	9 92	15 91	8 58	8 67	2 22	45 90
	Bhagalpur	Monghyr	Begusarai	0 87	10 62	18 44	12 10	3 53	2 29	47 85
			Monghyr	1 63	11 59	12 98	8 65	7 40	3 43	45 68
			Jamui	1 69	11 01	14 53	7 22	8 05	1 74	44 24
			Gogri	2 13	16 12	15 64	11 48	10 91	2 32	58 93
			Jamalpur	1 61	13 44	19 04	9 91	9 97	4 69	58 66
			Shaikhpura	0 50	9 92	6 47	1 52?	1 85?	3 80	24 06?
			Chakai Bamda	3 06	9 94	12 87	7 91	12 25	2 39	48 42
			Chupicon	1 80	11 90	17 73	5 35	8 64	2 12	47·54
			Gidhour	4 39	9 95	6 25	7 29	7 66	1 42	36 96
			Kharagpur	2 86	10 06	12 19	9 46	18 49	3 35	51·41
		Bhagalpur	Madhipura	3 74	16 10	14 48	6 98	15 51	2 27	58 08
			Bangaon (*Syfabad*)	1 38	14 20	15 37	6 28	10 87	1 84	49 94
			Supaul	3 03	13 73	22 43	6 85	11 27	1 09	58 40
			Pratapganj	5 27	17 56	12 91	3 53	8 69	1 95	49 91
			Bhagalpur	2 89	18 76	16·93	13 09	9 88	5 28	66·83
			Banka	2 18	13 47	15 24	13 96	10 59	4 39	59 23
			Colgong	3 16	23 14	14 91	6 77	9 91	2 68	60 57
			Bansil	2 34	13 40	10 48	14 23	11 82	1 83	54 10
		Purnea	Kishanganj	8 25	16 46	28 95	6 09	26 89	4 10	96 74
			Araria	9 19	14 26	19 35	4 17	19 59	2 79	69 35
			Purnea	3 05	23 25	21 06	5 68	21 46	1 83	75 83
			Gondwara (*Korah*)	2 80	24 59	27 62	9 15	20 17	2 80	87·13
			Barsoe	6 30	15 12	22 77	5 80	15 90	3·00	68 89
			Forbesganj	8 38	18 66	19·34	6 15	16 29	1 50	70 32
			Kaliaganj	8 44	11 28	30 05	10 27	11 10	2 60	73 74

Logical Division	Division.	District	Station	May	June	July	August	September	October	Total.
1	2	3	4	5	6	7	8	9	10	11
Bihar—*concld*	Bhagalpur—*concld*	Malda	Malda	2 46	12 70	11 44	8 28	12 97	0 91	48 76
			Chanchal	4 65	15 80	18 11	5 78	17 18	2 02	63 54
			Gajol	4 35	21 57	18 23	7 97	16 77	4 05	72 94
			Sibganj	3 18	10 34	10 68	7 58	9 58	1 69	43 05
		Sonthal Parganas	Rajmahal	1 29	13 31	9 02	4 84	10 52	3 75	42 73
			Godda	4 26	14 87	9 94	10 09	10 75	3 55	53 46
			Pakaur	4 12	10 52	14 83	6 09	12 90	2 04	50 50
			Naya Dumka	5 36	7 46	15 26	10 73	14 74	1 62	55 17
			Deoghur	4 56	6 81	16 05	6 22	14 45	3 51	51 60
			Jamtara	2 12	5 81	7 21	12 41	14 41	0 37	42 33
			Mohagama	1 20	22 28	12 79	7 42	10 57	4 39	58 65
			Nanihat	2 43	9 20	20 24	8 06	15 06	Nil	54 99
			Assenboni	2 69	8 35	12 58	13 70	23 47	0 27	61 06
			Katikund	2 77	11 74	11 12	16 05	23 63	2 75	71 06
			Madhupur	5 27	7 90	8 45	10 93	13 44	2 06	48 05
			Sarwan	4 19	7 42	7 35	12 21	15 48	2 58	49 23
			Sarath	2 08	5 49	9 06	9 87	16 63	0 85	43 98
			Barkope	4 67	17 12	13 83	10 42	9 12	2 30	57 46
			Bhagya	3 40	17 80	9 99	6 85	12 00	1 77	51 81
			Moheshpore	1 93	10 27	16 34	5 91	14 84	1 57	50 86
			Hiranpur	9 04	11 69	15 63	8 04	19 22	1 35	64 97
			Barharua	2 20	14 19	18 00	7 97	10 87	4 27	57 50
			Sahibganj	2 91	25 87	11 77	10 06	14 76	2 04	67 41
			Bario	3 79	19 29	18 63	9 07	12 20	1 23	64 21
Orissa	Orissa	Cuttack	Jagatsingpur	3 13	9 61	8 43	26 61	12 82	8 11	68 71
			Banki	3 16	8 03	7 57	14 64	24 01	10 76	68 17
			Cuttack	2 80	4 08	8 10	21 17	22 38	8 04	66 57
			False Point	2 34	5 80	16 79	22 60	18 26	7 42	73 21
			Kendrapara	3 03	6 07	10 09	20 93	18 53	5 79	64 44
			Jajpur	1 81	6 20	18 87	20 34	18 36	6 46	72 04
			Dharmsala	4 45	7 16	23 25	25 28	22 95	4 67	87 76
			Salipore	3 00	6 91	8 57	19 04	15 50	7 86	60 88
		Balasore	Akhyapada	4 31	8 85	23 81	24 55	18 74	4 55	84 81
			Chandbali	6 22	10 41	17 47	21 19	22 53	1 35	82 17
			Bhadrak	5 20	8 17	12 89	15 69	17 24?	6 70	65 89
			Soro	5 94	10 76	11 75	17 31	20 91	4 79	71 46
			Balasore	6 68	9 51	11 11	19 23	20 88	3 89	71 30
			Jellasore	6 05	5 82	6 13	24 29	15 91?	2 69	60 89
			Baripada	6 19	4 81	8 75	18 94	22 73	3 92	65 35
		Puri	Puri	4 59	7 23	6 98	23 49	11 29	6 [illegible]	63 17
			Khurda	3 39	8 01	8 43	18 78	13 64	14 93	67 18
			Bhanpur	2 47	13 19	3 51	14 99	9 03	9 40	52 59
			Gop	2 56	3 92	11 97	22 57	11 83	10 59	63 44
			Satpara	3 85	10 94	4 97	14 35	11 16	6 90	52 17
			Pipli	2 43	8 72	7 72	25 00	11 98	6 74	62 [illegible]
			Nayagarh	2 00	9 35	10 24	10 43	13 07	12 11	57 23
			Ranpur	2 94	8 80	8 23	13 19	18 46	8 63	60 25
			Kanas	4 12	10 17	10 90	19 39	11 63	13 39	69 60
Chota Nagpur	Chota Nagpur	Hazaribagh	Pachamba (*Giridih*)	1 72	8 48	7 18	11 87	11 37	2 0[illegible]	42 67
			Hazaribagh	1 60	8 45	5 56	15 72	12 62	3 45	47 40
			Barhi	1 22	9 24	9 29	8 81	8 19	2 47	39 22
			Chatra	1 29	5 82	9 38	11 65	8 34	1 45	37 93
			Karagdeha	0 59	10 81	11 8[illegible]	11 68	9 25		
			Ramgar	1 50	7 35	6 55	12 47	16 05	2 80	46 42
		Ranchi	Lohardaga	1 52	8 05	7 94	14 26	17 16	2 56	51 49
			Ranchi	1 91	10 12	8 05	14 91	17 16	0 76	52 91
			Silli	2 88	6 54	11 06	11 98	22 34	2 09	56 89
			Pallot	1 90	9 24	1[illegible] 88	19 10	21 11	3 77	71 00
			Bano		9 50	16 77	28 12	15 45	2 22	
			Tamar	4 00	11 43	9 59	14 09	22 85	1 29	63 25
			Kurdeg	0 90	8 37		24 07	12 55		
			Champur	1 18	5 56	14 09	19 26	14 49	2 73	57 31
			Sirguja	0 25	4 70	18 00	21 30	26 60	7 00	77 85
			Jashpur	1 42	7 97	16 20	20 23	23 70	8 88	78 40
			Gangpur ..	4 24	15 83	19 10	27 88	18 10	14 98	97 13

Meteorological Division	Division	District	Station	May	June	July	August	September	October	TOTAL
1	2	3	4	5	6	7	8	9	10	11
Chota Nagpur—concld	Chota Nagpur—concld	Palamau	Palamau (*Daltonganj*)	0 61	5 33	6 79	11 81	9·20	1 54	35 28
			Balumath	1 50	7 90	9 60	19 39	14 18	3 00	55 57
			Husainabad	1 30	2 00	19 75	14 47	19 66	1 10	58 28
			Garhwa	0 71	5 72	9 38	9 10	14 20	0 97	40 08
			Mahuadand	1 01	7 56	16 00	20 93	12 44	2 12	60 06
			Panki	0 49	7 20	9 64	11 62	9 43	1 50	39 88
			Latehar	1 78	7 10	12 75	13 94	14 28	2 86	52 70
			Nagaruntari	0 42	1 25	9 39	12 20	15 16	1 72	40 14
			Ranka	3 10	6 70	8 35	16 76	17 70	1 57	54 48
			Chatterpore	0 42	8 92	6 86	9 81	12 69	0 73	42 43
		Manbhum	Purulia ..	3 95	5 27	4 18	11 41	15 97	1 04	41 82
			Gobindpur	2 25	9 13	8 93	8 87	11 28	2 31	45 77
			Raghunathpur	2 15	5 44	4 64	10 25	17 20	0 77	40 75
			Barabhum	1 19	10 40	10 77	13 16	26 54	1 37	63 43
			Jhalda	3 41	6 11	8 95	13 59	20 18	1 55	51 09
			Chas	1 78	7 32	4 01	13 92	10 98	1 65	39 66
			Pandra	2 71	7 66	6 06	11 40	15 07	1 14	44 07
		Singhbhum	Chaibassa	1 18	5 02	8 56	16 54	18 12	1 67	51 09
			Chakardharpur .	2 65	8 70	7 45	17 62	14 99	1 51	52 92
			Ghatsila	4 08	8 14	11 17	16 69	22 07	1 00	63 12
			Baharagura .	7 11	5 43	12 54	15 47	17 65	1 77	60 27
			Gaulkura .	7 61	10 27	15 02	19 34	18 83	2 90	73 97
			Kalikapur .	4 89	6 96	10 77	9 25	22 39	0 35	54 61
			Monahorpur	3 21	8 75	13 10	19 99	13 74	2 09	60 88
			Kathbar	?	?	?	6 90	17 10		
			Sera kella	?	?	?	12 60	15 00	2 00	
			Kharsuan	?	?	?	17 47	18 95	2 78	
		Orissa Tributary Mahals.	Keonjhar ..	1 90	12 61	8 10	19 43	13 19	5 01	60 21
			Anandpur .	6 25	6 10	13 81	17 40	21 55	5 57	70 71
			Kunjabongarh	1 74	8 90	8 95	13 30	10 97	8 56	52 42
		Angul	Angul	3 96	5 80	5 67	10 86	13 28	4 13	44 00
			Bisipara .	2 10	13 48	7 21	18 09	9 95	5 12	55 95
			Pal Lahara .	5 33	7 17	27 90	23 67	20 42	6 09	90 88
			Talchar	2 33	10 93	16 73	15 61	7 41	8 21	61 22
			Dhenkanal	5 51	6 49	7 60	17 41	22 76	11 42	71 19
			Barsinga	3 02	8 76	15 00	18 31	14 50	7 56	67 15
			Baramba .	1 98	9 72	9 63	16 12	10 42	4 38	52 25
			Narsingpur .	1 85	3 35	9 97	17 89	5 62	Nil	38 68
			Chhindipada		?	?	?	15 92		

TABLE V

Variation of the subdivisional actual monthly Rainfall from the normal average for the months of May to October 1900

Logical Division	Division	District	Station	May	June	July	August	September	October	Total
1	2	3	4	5	6	7	8	9	10	11
South-West Bengal	Burdwan	Burdwan	Kalna	+ 2 26	— 1 10	— 2 92	+ 1 12	+11 90	—2 98	+ 8 28
			Burdwan	+ 0 30	— 0 88	— 3 92	— 2 58	+ 9 51	—3 46	— 1 03
			Katwa	+ 0 86	— 0 33	— 0 15	— 0 14	+11 25	—3 01	+ 8 18
			Raniganj	+ 0 99	— 4 80	— 7 18	— 3 52	+ 9 16	—2 52	— 7 87
			Mankur	+ 0 99	— 0 56	—10 18	+ 0 58	+15 10	—1 66	+ 4 22
		Birbhum	Suri	+ 1 91	— 5 28	— 3 55	— 3 01	+ 9 20	—2 32	— 3 05
			Hetampur	+ 0 12	— 5 05	— 3 02	— 3 82	+11 52	—2 35	+ 0 10
			Rampur Hát ...	— 1 50	— 2 43	— 0 07	— 2 97	+ 7 98	—2 61	— 1 60
			Bolpur	+ 1 55	— 3 51	— 6 18	— 2 79	+10 59	—2 65	— 2 99
		Bankura	Bankura	+ 1 24	— 1 29	— 7 67	— 2 17	+10 60	—3 57	— 5 86
			Vishnupur ...	— 0 52	— 2 90	— 6 83	— 1 99	+ 9 52	—2 41	— 5 13
			Mahua	+ 0 35	— 6 14	—10 25	— 3 03	+ 7 62	—1 85	—13 30
			Khatra	— 0 97	— 7 56	— 8 42	— 4 77	+15 35	—2 47	— 8 81
			Indas ...	— 2 10	— 0 79	— 5 02	— 2 88	+11 16	—1 90	— 1 53
			Kotalpur	— 2 14	— 3 73	— 3 94	— 5 21	+ 5 22	—2 17	—12 60
			Onda	+ 2 12	— 3 09	— 7 50	— 3 79	+10 11	—2 08	— 3 93
			Gangajalghati	— 1 69	— 6 50	— 7 77	— 1 53	+ 2 73	—1 81	—16 57
			Raipur	+ 0 41	— 7 48	— 6 51	— 7 41	+14 78	—1 09	—10 30
			Sonamukhi	— 0 78	— 1 91	— 5 97	— 1 77	+10 16	—0 86	— 1 13
		Midnapore	Contai ...	+ 2 54	+ 1 83	— 3 62	+ 4 85	+15 30	—4 30	+16 60
			Tamluk	+ 4 71	— 0 93	— 8 39	— 2 28	+17 35	—2 13	+ 8 33
			Midnapore	+ 0 61	— 3 10	+ 3 99	+ 2 41	+14 62	—2 56	+15 97
			Ghatal	+ 1 18	— 3 24	— 6 33	— 2 61	+ 8 85	—2 68	— 4 83
			Kukrahaty	+ 1 78	— 3 19	— 4 18	— 0 12	+27 16	—1 01	+20 14
			Garhbeta	— 2 46	— 1 72	+ 0 66	— 0 97	+ 6 25	—2 36	— 3 60
		Hooghly	Serampore	— 1 30	+ 0 07	— 2 19	+ 7 81	+38 10	—2 91	+39 88
			Hooghly	— 1 00	+ 0 30	— 6 70	+ 4 9	+21 61	—3 52	+18 65
			Arambagh (Jahanabad)	+ 0 70	— 3 59	— 6 80	— 8 19	+ 6 59	—3 80	—15 29
		Howrah	Howrah	— 1 56	— 1 18	— 5 05	+ 1 45	+34 08	— 3 32	+27 12
			Mohesrekha	— 1 02	+ 0 59	— 8 95	+ 1 17	+19 82	+2 05	+13 16
	Presidency	24-Parganas	Saugor Island	+ 0 15	+ 1 70	+ 1 05	+ 0 52	+18 64	—2 79	+22 27
			Diamond Harbour	+ 1 30	+ 1 59	+ 1 66	— 3 19	+34 05	— 0 76	+31 65
			Canning Town	+ 0 93	— 1 78	+ 5 11	— 3 95	+18 92	—2 98	+16 25
			Alipore (Observatory)	— 1 26	— 0 59	+ 3 78	+ 3 33	+36 22	—3 57	+30 35
			Barrackpore	— 0 82	— 0 70	— 1 86	+ 6 55	+32 82	—1 69	+34 10
			Dum-Dum	+ 1 07	+ 0 76	— 2 04	+ 3 65	+32 78	— 2 83	+33 39
			Barasat	— 1 99	— 2 86	— 4 61	+20 71	+37 00	+0 57	+48 88
			Basirhat	— 2 87	+ 1 12	— 1 18	+ 3 89	+28 61	—3 32	+26 15
		Nadia	Ranaghat	+ 2 53	— 2 93	— 4 31	— 1 95	+19 54	— 3 75	+ 9 13
			Krishnagar	— 1 09	— 1 37	— 1 95	— 0 84	+22 01	—3 52	+10 24
			Chuadanga	— 3 31	+ 1 39	— 4 01	— 3 01	+ 7 65	—3 68	— 4 97
			Meherpur	+ 1 36	+ 1 14	— 1 00	— 7 36	+10 27	—1 55	+ 3 16
			Kushtia	— 1 12	— 0 02	— 1 79	— 3 93	+10 08	—3 12	+ 0 10
		Murshidabad	Kandi	— 1 92	— 1 54	+ 1 25	— 0 78	+11 50	—1 83	+ 6 73
			Berhampore	— 3 49	— 2 51	+ 6 10	— 2 15	+11 83	—3 34	+ 6 41
			Lalbag	— 4 08	— 3 31	+ 4 34	+ 0 86	+ 7 28	—3 79	+ 1 30
			Azimganj	— 3 25	+ 1 14	+ 2 55	— 1 16	+ 4 50	— 3 24	+ 0 51
			Jangipur	— 1 18	+ 0 34	+ 5 35	— 5 47	+ 2 45	—2 08	— 2 59
			Lalgola ..	— 3 98	— 1 03	— 1 09	— 4 51	+ 8 55	—1 21	— 3 27
			Akhriganj	— 4 91	+ 0 64	— 0 55	— 4 13	+ 3 81	—2 36	— 7 50
			Pathabari	— 4 29	— 2 39	— 4 30	— 2 68	+10 90	—3 09	— 5 95
			Dumkal ..	— 2 98	+ 3 67	+ 3 04	— 4 66	+ 4 52	—3 37	+ 0 22

Meteorological Division	Division	District	Station	May	June	July	August	September	October	Total
1	2	3	4	5	6	7	8	9	10	11
South-West Bengal—*concld*	Presidency—*concld*	Jessore	Narail	+0.60	−1.62	+0.94	+8.96	+17.44	−0.73	+20.67
			Jessore	−0.44	+3.10	−1.04	−1.75	+13.97	+1.41	+15.25
			Jhenidah	−2.16	+4.88	+3.59	−5.34	+12.28	−2.11	+11.14
			Magura	−0.98	−3.55	+3.77	−0.27	+11.95	−2.82	+8.10
			Bangaon	−0.96	−0.01	−1.19	−2.78	+29.46	−1.18	+23.39
		Khulna	Satkhira	+1.31	+0.53	−0.32	−1.31	+28.99	−0.59	+28.61
			Bagerhat	+2.00	+0.57	+4.94	−2.23	+26.75	−3.12	+28.91
			Khulna	+0.73	+0.56	+2.01	−1.21	+11.40	−3.11	+10.38
North Bengal	Rajshahi	Rajshahi	Boalia	−2.67	−0.37	+1.76	−1.03	+4.12	−1.51	+0.30
			Nator	−3.42	+1.11	+3.61	−3.46	+1.04	−3.84	−4.96
			Naugaon	−4.48	+3.96	+2.75	−2.37	−3.92	−2.82	−6.88
			Lalpur	−3.45	+2.26	−0.39	+1.72	+6.11	−2.07	+4.18
			Manda	−1.90	+3.37	−4.90	−5.73	−3.69	−1.29	−14.14
			Mahadebpur	−3.70	+1.23	+4.00	−6.62	−3.71	−2.93	−11.73
		Dinajpur	Churaman	+1.94	+2.33	+1.45	−3.40	+4.37	−2.53	+4.16
			Raiganj	+0.62	+10.94	+11.96	−6.28	+0.22	−1.27	+16.19
			Dinajpur	+0.78	+8.73	+6.38	+1.98	+3.79	−3.99	+17.67
			Balughat	−2.66	+2.43	−1.24	−3.63	−5.40	−2.36	−12.86
		Jalpaiguri	Jalpaiguri	+5.59	−4.24	+4.37	−13.47	−6.01	−5.02	−18.78
			Alipur Duar	−3.14	−7.97	+3.03	−14.31	−10.72	−3.72	−36.83
			Fallacotta	−3.93	−10.08	−3.76	−16.42	−10.74	−3.04	−47.97
			Debiganj	−3.41	−6.88	−4.82	−10.83	−4.15	−1.71	−31.80
		Darjeeling	Buxa	−9.38	−19.41	+7.29	−14.66	−23.15	−7.28	−66.59
			Siliguri	−0.45	−6.85	+1.55	−12.20	+2.42	−3.87	−19.50
			Darjeeling	−3.57	+6.41	+0.34	−7.43	−2.22	−5.19	−11.96
			Kalimpong	−2.87	+2.37	−2.92	−1.80	−3.76	−2.92	−11.90
		Cooch Behar	Dinhatta	+1.86	−6.73	+7.67	−13.94	−7.42	−2.86	21.42
			Cooch Behar	+0.04	−13.94	+1.32	−16.62	−6.17	−4.05	−39.42
			Mekliganj	−2.66	−3.79	+6.33	−18.14	−10.20	−0.87	−29.33
			Mathabhanga	−6.05	−9.49	−3.62	−21.13	−6.66	−4.76	−51.71
		Rangpur	Bhawaniganj (*Gaibanda*)	−0.95	+4.26	+5.31	−6.57	−7.23	−3.16	−8.34
			Rangpur	−1.63	+6.38	+6.28	−7.29	−5.27	−3.46	−4.99
			Kurigaon	+1.95	−3.05	+12.15	−7.84	−6.30	−1.27	−4.36
			Bagdogra (*Nilphamari*)	−2.76	−0.82	+2.25	−7.04	−1.79	−1.89	−12.05
			Ulipur	−2.16	+8.67	+13.51	−5.96	−0.95	−3.66	+9.45
		Bogra	Sherpur	−4.67	+8.00	+7.77	−4.93	−4.42	−3.92	−2.17
			Nowkhilla	−0.79	+11.82	+13.21	−6.89	−0.77	−4.09	+12.49
			Bogra	−5.59	+7.15	+5.86	−3.58	−6.13	−0.98	−3.27
			Panchbibi	−4.08	+3.30	+1.05	−6.23	−4.63	−0.76	−11.35
		Pabna	Pabna	−3.24	+3.89	+2.46	−5.27	+5.74	−3.60	−0.02
			Sirajganj	−4.97	+4.99	+2.32	−6.64	−1.31	−2.79	−8.40
East Bengal	Dacca	Dacca	Munshiganj	−4.52	−3.22	−1.75	−0.14	+4.40	−5.20	−19.23
			Dacca	−5.63	−3.39	+3.14	−4.33	−2.84	−3.01	−16.06
			Narayanganj	−5.48	−3.81	−2.74	−2.25	−3.12	−3.90	−21.30
			Manikganj	−4.29	+6.39	+2.36	−2.10	−0.62	−3.01	−1.27
			Jaydebpur	−1.45	−0.33	−2.17	−6.91	−3.54	−1.39	−15.79
		Mymensingh	Kishorganj	−5.76	+0.35	+13.93	−6.86	−1.54	−2.41	−2.29
			Atia (*Tangail*)	−4.03	−0.25	−0.86	−5.77	−3.30	−2.36	−16.57
			Mymensingh	−3.54	+2.63	+21.30	−6.27	−2.68	−3.80	+10.64
			Jamalpur	−4.71	+9.90	+9.79	−10.58	−8.00	−4.16	−7.76
			Netrakona	−6.34	+10.46	+6.61	−1.81	+1.40	−3.78	+6.54
			Subarnakhali	−3.28	+2.62	+2.74	−7.00	−3.83	−2.00	−10.75
			Durgapur	+2.85	+8.65	−15.74	−14.14	−4.54	−5.22	−28.14
			Diwanganj	−1.46	+1.63	+15.45	−0.89	−8.13	−2.36	+4.24

Meteorological Division.	Division	District.	Station.	May.	June	July	August.	September	October	TOTAL.
1	2	3	4	5	6	7	8	9	10	11
EAST BENGAL—concld.	Dacca—concld.	Faridpur ..	Madaripur ...	—4 12	— 6 28	— 3·88	— 2 32	+ 7 24	—3 59	—12 95
			Faridpur .	—0 37	— 1 46	+ 2 27	— 0 73	+ 4 63	+0 24	+ 4 58
			Goalundo ...	—2·22	— 4 74	+ 1 18	— 1 32	+ 3 46	—0 86	— 4 50
		Backergunge	Patuakhali	—5 31	— 5 13	— 7 57	— 1 41	+16 93	—4 65	— 7 14
			Pirojpur ...	+0·12	— 2 20	+ 1 78	— 1 61	+15 81	—4 39	+ 9 51
			Barisal	—4 61	+ 2 15	+ 4 12	+ 1 58	+14 65	—2 34	+15 85
			Gaurnadi ...	—2·00	— 1 00	+ 4 91	+ 3 04	+ 9 78	—3 85	+10 88
			Bhola .	—2 99	+ 4 01	+ 3 74	— 2 83	+ 7 80	—1 19	+ 8 54
			Bauphal ...	—2 95	+ 9 11	+ 4 22	+ 0 45	+21 29	—4 77	+27 35
	Chittagong	Hill Tippera	Agartala ...	—5 66	+ 3 79	+ 7 74	?	— 4 60	—3 98	— 2 71 ?
		Tippera	Comilla .	—5 65	+ 2 91	+ 7 41	— 6 90	— 5 47	—2 11	— 9 81
			Chandpur .	—5 38	— 4 66	— 2 75	— 3 74	+ 0 75	—5 15	—20 93
			Brahmanbaria	—5 92	+ 2 79	+16 13	— 7 76	— 6 08	—2 09	— 2 93
			Ramchandrapur	—5 28	+ 1 87	+ 1 66	— 5 76	— 5 93	—4 53	—17 97
			Nasirnagar ...	—6 49	+ 3 59	+18 13	— 1 84	— 4 31	—4 55	+ 4 53
			Daudkandi ..	—5 05	— 6 15	— 1 31	— 3 13	— 0 31	—3 21	—19 46
			Kasba .	+0 16	+ 9 97	+13 19	— 2 86	— 3 54		
			Laksam ...	—3 20	+10 22	+ 2 28	— 7 99	— 5 20	—2 00	— 5 89
		Noakhali	Noakhali ..	—1 26	+10 38	+ 3 35	— 3 24	— 4 25	—2 87	+ 2 11
			Fenny ...	—4 41.	+ 3 91	+ 2 95	— 6 57	— 5 54	—4 30	—13 93
			Harishpur	—6 92	+12 82	— 3 43	— 9 56	— 7 13	—5 25	—19 47
			Ramganj ...	—4 96	+12 86	+ 1 05	— 1 07	+ 0 98	—2 91	+ 5 95
		Chittagong	Cox's Bazar ...	—4 47	+ 2 26	— 5 27	— 5 88	+ 0 04	—7 25	—20 57
			Chittagong ..	—3 86	+ 7 67	— 3 70	— 8 75	— 9 20	—4 78	—22 62
			Kutubdia ...	—1 93	+ 3 99	—15 15	—15 86	— 3 66	—1 89	—37 50
			Satkanya .	—3 58	+ 4 72	—12 28	— 4 05	— 4 57	—3 75	—23 51
			Kodala ...	—7 13	+ 7 86	— 4 33	— 7 14	— 5 78	+0 08	—16 44
		South Lushai Hills	Rangamatia ..	—1 27	— 1 92	— 7 10	— 6 49	— 3 97	—4 45	—25 20
BIHAR.	Patna	Patna	Patna ...	+0 01	+ 0 56	+ 2 94	— 0 48	+ 1 10	—2 25	+ 1 88
			Dinapore	—1 19	— 0 86	— 1 96	— 1 36	+ 0 42	—2 63	— 7 58
			Bihar	—0 19	+ 1 82	— 6 22	— 3 75	— 1 41	—1 05	—10 80
			Barh	—1 31	+ 8 25	— 6 29	— 5 12	+ 0 08	—0 80	— 5 19
			Bikram	+0 55	+ 2 37	— 4 50	— 4 99	+ 0 17	—2 18	— 8 58
			Hilsa	—0 53	+ 1 31	— 4 09	— 7 14	+ 4 51	—1 57	— 4 51
		Gaya	Aurangabad	—1 11	+ 2 01	— 5 79	— 2 38	+ 0 41	+1 73	— 5 10
			Gaya ..	+0 28	+ 0 98	— 8 19	— 4 46	+ 2 04	—0 49	— 0 84
			Nawadah	—0 83	+ 1 53	— 4 53	— 3 45	+ 5 68	+0 13	— 1 47
			Jahanabad	—0 76	+ 3 61	— 7 43	— 5 96	+ 3 61	—0 97	— 7 90
			Arwal	—1 52	+ 1 64	— 5 91	— 6 15	+ 5 89	—0 76	— 6 81
			Daudnagar	—0 81	+ 0 95	— 1 31	— 4 90	+ 0 46	+1 47	— 4 14
			Sherghati	—0 35	+ 1 66	— 3 49	— 3 02	+ 1 65	—0 69	— 1 24
			Rajauli	?	?	?	?	— 0 71	—0 79	— 1 50 ?
			Pakri Birawan	—0 93	+ 4 86	— 5 82	— 7 88	+ 2 07	+1 67	— 6 04
		Shahabad ..	Buxar	—0 51	— 1 14	— 1 26	— 5 78	+ 1 69	—1 58	— 8 58
			Dehri ..	+0 56	— 1 64	— 5 88	— [illegible] 22	+ 2 41	+0 79	— 6 98
			Bhabhua	—0 35	— 1 29	— 6 27	— 1 81	+ 4 9[illegible]	+4 98	+ 0 15
			Sasaram	+0 12	+ 0 14	— 2 27	— 2 97	+ 3 03	—0 19	— 2 14
			Arrah ..	—0 32	— 2 64	+ 1 73	— 2 08	+ 0 80	—1 60	— 1 11
			Mohanea	+0 29	— 2 35	— 1 43	— 4 56	+ 8 94	+7 88	+ 5 77
		Saran .	Gopalganj ..	+0 25	— 3 44	— 0 49	— 5 06	+ 2 41	—1 78	— 8 11
			Siwan ..	—0 83	— 2 09	— 2 25	— 7 02	— 1 60	—2 13	—16 12
			Chapra .	—0 71	+ 2 09	— 2 78	— 3 82	+ 2 56	—2 13	— 4 79
		Champaran	Motihari ..	—1 72	+ 0 13	— 1 79	— 5 45	+ 4 37	—1 07	— 5 53
			Bettiah ..	+2 54	— 2 86	— 2 85	— 2 07	+ 5 10	+1 01	+ 0 87
			Bagaha .	—1 60	— 5 61	— 6 92	—10 90	— 0 28	—0 36	—25 57
			Burhurwa	—1 11	— 4 12	+ 1 64	— 4 53	+ 5 15	+1 33	— 1 64

Meteorological Division	Division	District.	Station	May	June	July	August	September	October	Total
1	2	3	4	5	6	7	8	9	10	11
Bihar—concld.	Patna—concld.	Muzaffarpur	Sitamarhi	+1·14	+ 4·66	+ 5·09	— 4·37	+ 0·18	+0·92	+ 7·62
			Muzaffarpur	—0·83	+ 2·01	+ 1·44	— 6·72	— 0·70	—1·12	— 5·92
			Hajipur	—1·44	+ 0·18	— 3·25	— 4·81	+ 2·97	—2·68	— 9·03
			Paru	—1·69	— 0·01	+ 1·69	—10·28	+ 1·21	—0·87	— 9·98
			Mahuwa	—1·70	+ 2·24	— 3·33	— 7·15			
			Shiuhar	—0·79	+ 4·03	— 2·09	— 6·15	+ 0·81	—0·88	— 5·07
			Pupri	—2·44	— 0·31	— 2·33	— 7·63	+ 4·67	+1·05	— 6·99
		Darbhanga	Tajpur	—1·00	+ 0·63	— 0·64	— 3·68	+ 5·22	—2·16	— 1·63
			Darbhanga	—2·12	+ 4·65	— 0·23	— 8·58	+ 3·18	—1·94	— 5·04
			Madhubani	—0·88	+ 2·56	+ 0·31	— 7·39	+ 5·03	—0·41	— 0·78
			Bahera	—1·71	+ 4·47	— 1·86	—11·69	— 3·33	—0·49	—14·61
			Rosera	—1·69	+ 3·84	+ 3·56	— 5·76	— 2·23	+0·77	— 1·51
	Bhagalpur	Monghyr	Begusarai	—1·21	+ 4·07	+ 6·61	+ 1·76	— 4·03	—0·45	+ 6·75
			Monghyr ...	—0·91	+ 4·95	— 0·43	— 3·06	— 1·45	+0·41	— 1·09
			Jamui	—0·30	+ 3·64	+ 1·47	— 4·25	+ 1·16	—0·59	+ 1·13
			Gogri	—1·77	+ 9·42	— 0·26	— 1·84	+ 0·99	+0·82	+ 7·36
			Shaikhpura	—1·69	+ 2·62	— 5·44	—10·44?	— 4·83?	+1·58	—18·20?
		Bhagalpur	Madhipura	—0·11	+ 6·81	+ 1·39	— 5·07	+ 5·29	—1·02	+ 7·26
			Supaul	—0·44	+ 5·16	+10·15	— 5·93	+ 1·68	—1·39	+ 9·23
			Pratapganj	+0·86	+ 6·88	— 3·21	— 9·76	— 2·35	+0·22	— 7·36
			Bhagalpur	+0·08	+11·22	+ 4·20	+ 2·29	+ 2·51	+2·48	+22·78
			Banka	—0·49	+ 5·52	+ 3·61	+ 3·37	+ 2·23	+1·21	+15·45
			Colgong	—0·66	+15·09	+ 2·03	— 3·82	+ 0·90	+0·62	+14·16
		Purnea	Kishanganj	+2·22	+ 1·10	+10·24	—10·56	+12·85	+0·74	+16·59
			Araria	+3·72	+ 0·89	+ 2·25	—10·68	+ 6·14	—0·41	+ 1·91
			Purnea	—1·41	+12·54	+ 5·94	— 8·22	+ 8·18	—2·24	+14·76
			Gondwara (*Korah*)	—2·62	+15·40	+13·12	— 2·92	+11·11	+0·58	+34·67
			Kishanganj	+1·57	— 5·67	+ 6·87	—11·16	3·66	—0·44	—12·49
		Malda	Malda	—1·62	+ 2·36	— 0·51	— 2·[illegible]07	+ 2·12	—3·51	— 3·23
			Chanchal	+0·08	+ 4·23	+ 3·37	— 6·30	+ 6·68	—0·70	+ 7·36
			Gajol	+0·49	+13·60	+ 3·25	— 4·13	+ 3·99	+1·44	+18·64
			Sibganj	—3·07	+ 1·31	— 1·25	— 2·59	— 1·04	—2·36	— 9·00
		Sonthal Parganas	Rajmahal	—3·34	+ 3·55	— 3·68	— 5·35	— 0·61	+0·49	— 8·94
			Godda	+0·65	+ 7·34	— 2·29	— 0·63	+ 1·88	+0·68	+ 7·63
			Pakaur	—0·67	— 0·13	+ 1·24	— 5·91	+ 0·62	—2·95	— 7·80
			Naya Dumka	+1·77	— 1·76	+ 1·55	— 2·90	+ 5·21	—2·60	+ 1·27
			Deoghur	+1·71	— 1·52	+ 2·15	— 5·90	+ 6·22	—0·30	+ 2·36
			Jamtara	—1·37	— 3·55	— 7·28	— 0·31	+ 6·72	—3·50	— 9·29
			Nanihat	—0·13	+ 2·81	+ 8·66	— 0·28	+ 8·61	—1·96	+17·71
Orissa	Orissa	Cuttack	Jagatsingpur	—0·56	+ 1·86	— 3·23	+15·28	+ 2·64	+1·57	+17·56
			Banki	+0·25	— 2·22	— 3·41	+ 3·80	+14·29	+5·96	+18·67
			Cuttack	—1·61	— 7·45	— 4·81	+ 8·80	+11·31	+2·40	+ 8·64
			False Point	—2·49	— 3·57	+ 3·38	+ 9·04	+ 6·70	—1·77	+11·29
			Kendrapara	—1·87	— 3·33	— 1·79	+ 8·22	+ 8·48	—0·30	+ 9·41
			Jajpur	—3·66	— 3·60	+ 6·11	+ 8·84	+ 8·56	+1·39	+17·67
			Dharmsala	—1·30	— 3·27	+12·68	+12·56	+13·00	—0·08	+33·59
			Salipore	—1·58	— 3·92	— 1·42	+ 5·35	+ 5·78	+3·18	+ 7·39
		Balasore	Akhyapada	—0·40	— 0·30	+13·76	+11·65	+ 8·60	+0·56	+33·87
			Chandbali	+0·86	+ 2·69	+ 5·69	+ 9·72	+11·17	—1·41	+28·72
			Bhadrak	—0·48	— 1·21	+ 0·97	+ 4·69	+ 6·80?	+1·78	+12·55?
			Soro	+0·29	+ 2·74	+ 0·53	+ 6·87	+10·03	—0·33	+20·13
			Balasore	+1·32	+ 0·44	— 1·93	+ 7·24	+ 7·93	—2·85	+12·15
			Jellasore	+1·87	— 2·81	— 7·47	+13·58	+ 4·75?	—1·78	+ 8·14!
			Baripada	+1·26	— 6·01	— 4·27	+ 6·98	+11·09	—0·68	+ 8·37
		Puri	Puri	+1·57	— 0·83	— 2·82	+13·11	+ 8·93	—2·31	+12·65
			Khurda	—0·04	— 1·83	— 4·40	+ 6·24	+ 2·72	+8·34	+11·08
			Bhanpur	+0·13	+ 5·26	— 7·10	+ 3·15	— 1·13	+2·85	+ 8·16
			Gop	—1·84	— 3·89	+ 1·44	+10·51	+ 0·18	+3·67	+10·07
			Pipli ...	—1·13	+ 0·55	— 3·20	+11·42	+ 1·39	+1·17	+10·17

Meteorological Division	Division.	District.	Station	May.	June	July	August	September	October	TOTAL.
1	2	3	4	5	6	7	8	9	10	11
CHOTA NAGPUR.	Chota Nagpur	Hazaribagh	Pachamba (*Giridih*)	−0 87	−0 32	−5 52	−0 54	+ 2 95	−1 20	−5 50
			Hazaribagh	−0 66	+0 82	−8 60	+2 61	+ 3 86	+0 04	−1 93
			Barhi	−0 82	+3 31	−3 92	−4 54	+ 0 40	−0 69	−6 26
			Chatra	−2 28	−0 68	−6 82	−0 85	+ 0 22	−1 46	−11 87
			Karagdeha	−2 04	−2 16	−3 42	−2 53	− 0 21		
			Ramgar	−1 64	−0 62	−8 06	−2 97	+ 7 54	−2 03	−7 78
		Ranchi	Lohardaga ..	−0 51	−0 08	−4 95	+1 17	+ 7 71	−0 02	+3 32
			Ranchi	−0 98	+1 64	−6 25	+1 07	+ 7 54	−2 19	+0 83
			Silli	−0 62	−1 19	−2 65	−2 10	+15 12	+0 35	+8 91
			Sirguja	−0 57	−4 87	+0 39	−0 69	+19 20	+5 25	+18 71
			Jashpur	−0 33	−3 91	−0 04	+4 22	+13 31	+4 65	+17 90
			Gangpur	+3 21	+6 17	+2 36	+12 26	+ 9 52	+9 54	+13 06
		Palamau	Palamau (*Daltanganj*)	−0 54	−0 70	−6 13	−0 55	+ 1 41	−0 96	−7 47
			Balumath	+0 32	+0 02	−5 59	+4 52	+ 4 75	−0 07	+3 95
			Husainabad	+0 18	−4 14	+1 14	+1 34	+12 46	−1 39	+12 59
			Garhwa	−0 72	0	−3 48	−6 71	+ 7 34	−2 08	−5 68
		Manbhum	Purulia	+0 46	−1 26	−8 92	−1 71	+ 7 93	−1 79	−8 32
			Gobindpur	−0 16	−0 31	−5 75	−3 09	+ 6 86	−0 95	−3 70
			Raghunathpur	−1 32	−2 47	−9 75	−3 65	+ 9 46	−1 17	−8 90
			Barabhum	−1 83	+1 08	−1 85	+1 76	+19 65	−0 78	+18 03
			Jhalda	+0 70	−3 13	−3 30	−2 07	+12 83	−1 20	+3 83
			Chas	−1 31	−0 79	−9 17	+0 49	+ 2 01	−1 16	−9 93
		Singhbhum	Chaibassa	+0 32	−3 51	−4 92	+3 50	+10 07	−1 05	+4 41
			Chakradharpur	−0 50	+0 76	−6 82	+6 35	+ 9 48	−1 32	+7 95
			Ghatsila	−0 05	−1 60	−2 74	+2 23	+13 46	−2 41	+8 89
			Baharagura	+3 00	−5 10	+0 74	+4 59	+ 8 38	−1 15	+10 46
ORISSA	Orissa	Orissa Tributary Mahals	Keonjhar	−0 23	+7 26	−1 57	+13 54	+ 6 83	+2 61	+28 44
			Kunjabangarh	−1 63	−0 13	−2 80	+3 64	+ 0 18	+3 06	+2 32
		Angul	Angul	+1 39	−4 61	−5 51	+0 70	+ 4 16	−0 13	−4 03
			Bishpura	+0 23	+3 21	−7 04	+7 75	− 1 03	+0 17	+3 29
			Talchar	−0 11	+1 66	+2 72	+5 18	− 1 47	+5 47	+13 45
			Dhenkanal	+2 58	−4 15	−6 39	+5 21	+12 30	+7 29	+16 87
			Narsingpur	−0·07	−6 48	+0 39	+9 06	− 2 79	−4 17	−4 06

TABLE VI.

Percentage variation of the monthly Rainfall of the subdivisional Rainfall-registering stations in Bengal from the normal average Rainfall for the months of May to October 1900

Meteorological Division	Division	District	Station	May	June	July	August	September	October	Total
1	2	3	4	5	6	7	8	9	10	11
South-West Bengal	Burdwan	Burdwan	Kalna	+ 43	— 12	— 26	+ 10	+179	— 85	+18
			Burdwan	+ 5	— 10	— 33	— 23	+118	—101	— 2
			Katwa	+ 16	— 3	— 1	— 4	+142	— 80	+17
			Raniganj	+ 27	— 52	— 54	— 27	+125	— 76	—16
			Mankur	+ 19	— 6	— 75	+ 5	+171	— 73	+ 8
		Birbhum	Suri	+ 51	— 47	— 27	— 23	+ 92	— 66	—6
			Hetampur	+ 3	— 46	— 23	— 31	+150	— 77	+ 1
			Rampur Hát	— 38	— 24	— 1	— 24	+ 74	— 70	— 3
			Bolpur	+ 30	— 33	— 48	— 26	+116	— 88	— 6
		Bankura	Bankura	+ 28	— 43	— 60	— 17	+132	— 93	—11
			Vishnupur	— 9	— 27	— 56	— 15	+106	— 76	—10
			Maliara	+ 9	— 58	— 78	— 25	+114	— 60	—27
			Khatra	— 22	— 65	— 60	— 38	+175	— 66	—16
			Indas	— 32	— 8	— 40	— 29	+132	— 73	— 3
			Kotulpur	— 46	— 35	— 28	— 42	+ 80	— 65	—23
			Onda	+ 71	— 36	— 69	— 31	+112	— 78	— 8
			Gangajalghati	— 40	— 56	— 59	— 12	+ [illegible]32	— 82	—31
			Raipur	+ 7	— 68	— 50	— 48	+168	— 92	—18
			Sonamukhi	— 15	— 19	— 53	— 17	+131	— 35	— 2
		Midnapore	Contai	+ 52	+ 19	— 26	+ 37	+ 14	— 55	+28
			Tamluk	+ 91	— 10	— 8	— 17	+ 25	— 49	+16
			Midnapore	+ 12	— 33	+ 34	+ 20	+191	— 60	+32
			Ghatal	+ 20	— 33	— 50	— 19	+ 96	— 83	— 9
			Kukrahaty	+ 32	— 36	— 39	— 1	+304	— 24	+38
			Garhbeta	— 48	— 45	+ 5	— 7	+ 71	— 89	— 7
		Hooghly	Serampore	— 26	+ 1	— 18	+ 66	+476	— 65	+77
			Hooghly	— 18	+ 3	— 59	+ 44	+336	— 88	+38
			Arambagh (Jahanabad).	+ 13	— 36	— 55	— 57	+ 73	— 98	—28
		Howrah	Howrah	— 31	— 11	— 43	+ 38	+422	— 79	+53
			Mohesrekha	— 17	+ 6	— 74	+ 9	+246	+ 63	+26
	Presidency	24-Parganas	Saugor Island	+ 3	+ 48	+ 7	+ 3	+166	— 31	+34
			Diamond Harbour	+ 24	+ 16	+ 12	— 23	+333	— 15	+5[illegible]
			Canning Town	+ 16	— 15	+ 45	— 25	+216	— 60	+2[illegible]
			Alipore (Observatory)	— 23	— 5	— 30	+ 26	+388	— 81	+5[illegible]
			Barrackpore	— 16	— 7	— 16	+ 55	+424	— 43	+6[illegible]
			Dum-Dum	+ 19	+ 7	— 18	+ 30	+365	— 62	+6[illegible]
			Barasat	— 35	— 29	— 43	+182	+437	+ 13	+9[illegible]
			Basirhat	— 18	+ 14	— 12	+ 32	+345	— 69	+4
		Nadia	Ranaghat	+ 46	— 30	— 40	— 17	+274	— 99	+1
			Krishnagar	— 19	— 47	— 18	— 8	+301	— 88	+2
			Chuadanga	— 44	+ 16	— 39	— 26	+ 86	— 88	—1
			Meherpur	+ 23	+ 15	— 10	— 62	+131	— 39	+
			Kushtia	— 15	0	— 17	— 36	+107	— 71	
		Murshidabad	Kandi	— 44	— 16	+ 10	— 7	+127	— 50	+1
			Berhampore	— 65	— 27	+ 57	— 18	+117	— 87	+1
			Lalbag	— 74	— 37	+ 37	+ 8	+ 74	— 90	+
			Azimganj	— 62	+ 12	+ 23	— 11	+ 49	— 76	+
			Jangipur	— 24	+ 4	+ 31	— 50	+ 24	— 64	—
			[illegible]algola	— 70	— 11	— 9	— 42	+ 83	— 30	—
			Akhriganj	— 78	+ 6	— 5	— 40	+ 43	— 72	—
			Path[illegible]bari	— 85	— 25	— 46	— 43	+195	—100	—
			Dumkal	— 52	+ 36	+ 29	— 44	+ 55	— 96	

Meteorological Division	Division	District	Station	May	June	July	August	September	October	Total
1	2	3	4	5	6	7	8	9	10	11
South-West Bengal—concld.	Presidency—concld.	Jessore	Narail	+ 10	— 15	+ 10	+ 40	+265	—18	+44
			Jessore	— 6	+ 25	— 9	— 15	+173	+31	+28
			Jhenidah	— 32	+ 11	+ 35	— 47	+143	—17	+21
			Magura	— 12	— 30	+ 36	— 3	+162	—74	+16
			Bangaon	— 16	0	— 11	— 21	+366	—23	+46
		Khulna ..	Satkhira	+ 21	+ 5	— 3	— 11	+351	—12	+52
			Bagerhat	+ 29	+ 4	+ 31	18	+294	—58	+47
			Khulna	+ 11	+ 5	+ 17	— 11	+123	—68	+19
North Bengal	Rajshahi	Rajshahi	Boalia	— 51	— 1	+ 15	— 9	+ 40	—37	+ 1
			Natore	— 46	+ 10	+ 28	— 30	+ 9	—41	— 9
			Naogaon	— 71	+ 34	+ 22	— 27	— 35	—90	—13
			Lalpur	— 51	+ 30	— 4	+ 18	+ 68	—79	+ 9
			Manda	— 36	+ 58	— 41	— 59	— 39	—39	—29
			Mahadebpur	— 60	+ 11	+ 33	— 56	— 33	—83	—21
		Dinajpur	Churaman	+ 42	+ 20	+ 10	— 31	+ 35	—80	+ 7
			Raiganj ..	+ 11	+ 82	+ 47	— 48	+ 2	—35	+26
			Dinajpur	+ 10	+ 56	+ 14	+ 16	+ 33	—88	+27
			Balurghat	— 46	+ 22	— 10	— 58	— 52	—65	—24
		Jalpaiguri	Jalpaiguri	+ 47	— 16	+ 15	— 52	— 27	—94	—16
			Alipur Duar	— 21	— 26	+ 9	— 55	— 51	—89	—29
			Falakata	— 31	— 42	— 13	— 61	— 58	—71	—42
			Debiganj	— 35	— 32	— 21	— 64	— 29	—44	—36
		Darjeeling	Buxa	— 46	— 16	+ 14	— 31	— 75	— 68	—34
			Siliguri	— 4	— 27	+ 5	— 48	+ 13	—77	—17
			Darjeeling	— 42	+ 27	+ 1	— 29	— 13	—91	—11
			Kalimpong	— 44	+ 13	— 11	— 10	— 31	—94	—14
		Cooch Behar	Dinhatta	+ 13	— 24	+ 11	— 79	— 59	—50	—21
			Cooch Behar	0	— 11	+ 5	— 75	— 30	—78	—32
			Mekliganj	— 20	— 14	+ 26	— 72	— 51	—18	—26
			Mathabhanga	— 44	— 33	— 13	— 87	— 31	—75	—43
		Rangpur	Bhawaniganj (*Gaibanda*)	— 10	+ 27	+ 41	— 62	— 58	—63	—13
			Rangpur	— 17	+ 21	+ 39	— 59	— 38	—64	— 7
			Kurigram	+ 16	— 13	+ 77	— 70	— 48	—29	— 5
			Bagdogra (*Nilphamari*)	— 27	— 1	+ 12	— 15	— 12	—42	—14
			Ulipur	— 16	+ 19	+106	— 58	— 7	—88	+13
		Bogra	Sherpur	— 58	+ 71	+ 61	— 40	— 11	—89	— 4
			Nowkhilla	— 10	+ 91	+112	— 65	— 8	—90	+22
			Bogra	— 69	+ 53	+ 43	— 30	— 56	—26	— 5
			Panchbibi	— 56	+ 27	+ 9	— 56	— 39	—18	—19
		Pabna	Pabna	— 43	+ 87	+ 23	— 16	+ 60	—89	0
			Sirajganj	— 62	+ 45	+ 20	— 61	— 11	—66	—15
East Bengal	Dacca	Dacca	Munshiganj ..	— 46	— 22	— 12	— 1	— 41	—98	—28
			Dacca	— 60	— 26	+ 24	— 36	— 32	—75	—27
			Narayanganj	— 53	— 29	— 20	— 18	— 37	—88	—34
			Manikganj ...	— 48	+ 62	+ 20	— 19	— 9	—82	— 2
			Jaydebpur ..	— 15	— 3	— 16	— 50	— 14	—38	—26
		Mymensingh	Kishorganj	— 49	+ 2	+103	— 19	— 12	—49	— 3
			Atia (*Tangail*)	— 49	— 2	— 8	— 51	— 39	— 83	—29
			Mymensingh ...	— 30	+ 11	+156	— 43	— 21	68	+14
			Jamalpur ..	— 52	+ 64	+ 71	— 76	— 62	— 84	— 11
			Netrakona ...	— 49	+ 18	+ 35	— 10	+ 11	—61	+ 7
			Subarnakhali ...	— 41	+ 22	+ 23	— 65	— 39	—56	—19
			Durgapur ...	+ 19	+ 31	— 48	— 56	— 25	—86	—22
			Diwanganj ..	— 13	+ 9	+122	— 8	— 78	—52	+ 6

Division	District.	Station	May	June	July	August	September	October	TOTAL
2	3	4	5	6	7	8	9	10	11
Dacca—*concld*	Faridpur	Madaripur	— 48	— 50	— 33	— 20	+ 94	— 78	— 23
		Faridpur ..	— 4	— 12	+ 19	— 6	+ 52	+ 6	+ 8
		Goalundo ..	— 27	— 40	+ 10	— 12	+ 46	— 20	— 8
	Backergunge	Patuakhali	— 65	— 26	— 25	— 8	+141	— 74	— 8
		Pirojpur ...	+ 2	— 14	+ 11	— 12	+149	— 75	+ 14
		Barisal	— 57	+ 15	+ 26	+ 13	+136	— 42	+ 23
		Gaurnadi .	— 24	— 8	+ 37	+ 26	+133	— 81	+ 19
		Bhola ..	— 39	+ 22	+ 21	— 16	+ 71	— 20	+ 11
		Bauphal .	— 32	+ 63	+ 21	+ 2	+183	— 68	+ 34
Chittagong	Hill Tippera	Agartala .	— 50	+ 26	+ 67	?	— 46	— 78	— 4?
	Tippera	Comilla .	— 49	+ 16	+ 45	— 42	— 52	— 41	— 13
		Chandpur	— 51	— 29	— 19	— 21	+ 7	— 84	— 28
		Brahmanbaria	— 51	+ 18	+143	— 63	— 56	— 42	— 4
		Ramchandrapur	— 59	+ 17	+ 13	— 56	— 79	— 96	— 33
		Nasirnagar .	— 51	+ 31	+212	— 16	— 46	— 98	+ 8
		Daudkandi	— 57	— 51	— 12	— 35	— 5	—100	— 37
		Kasba	+ 2	+ 70	+114	— 28	— 42	?	?
		Laksam .	— 37	+ 74	+ 12	— 52	— 57	— 48	— 8
	Noakhali	Noakhali	— 12	+ 43	+ 14	— 13	— 27	— 37	+ 2
		Fenny ..	— 39	+ 16	+ 12	— 28	— 41	— 66	— 13
		Harishpur	— 56	+ 60	— 10	— 30	— 41	— 51	— 15
		Ramganj	— 51	+ 80	+ 6	— 6	+ 10	— 45	+ 8
	Chittagong	Cox's Bazar	— 69	+ 7	— 13	— 21	0	— 91	— 15
		Chittagong ..	— 37	+ 34	— 16	— 44	— 71	— 77	— 24
		Kutubdia .	— 16	+ 19	— 45	— 64	— 34	— 65	— 34
		Satkania ...	— 32	+ 24	— 46	— 24	— 45	— 62	— 26
		Kodala ..	— 66	+ 46	— 24	— 41	— 54	+ 1	— 20
	South Lushai Hills	Rangamatia	— 11	— 11	— 38	— 36	— 35	— 68	— 30
Patna	Patna	Patna	+ 1	+ 8	+ 25	— 4	+ 15	— 69	+ 4
		Dinapore .	— 75	— 12	— 16	— 11	+ 6	— 79	— 18
		Bihar .	— 9	+ 27	— 48	— 33	— 22	— 40	— 25
		Barh	— 63	+144	— 52	— 50	+ 1	— 31	— 18
		Bikram	+ 27	+ 35	— 35	— 45	+ 3	— 62	— 20
		Hilsa	— 25	+ 52	— 36	— 61	+ 79	— 65	— 11
	Gaya	Aurangabad .	— 80	+ 37	— 45	— 18	+ 6	+ 70	— 12
		Gaya	+ 21	+ 15	— 63	— 36	+ 30	— 22	— 23
		Nawadah	— 47	+ 24	— 39	— 30	+ 88	+ 6	— 4
		Jahanabad .	— 52	+ 64	— 59	— 47	+ 61	— 34	— 19
		Arwal ..	— 81	+ 35	— 43	— 60	+ 85	— 30	— 17
		Daudnagar ...	— 70	+ 20	— 11	— 43	+ 8	+ 90	— 11
		Sherghati	— 43	+ 35	— 36	— 26	+ 22	— 22	— 11
		Rajauli .	?	?	?	?	— 12	— 34	— 4
		Pakri Barawan	— 61	+ 82	— 48	— 64	+ 37	+118	— 15
	Shahabad	Buxar ...	— 56	— 22	— 11	— 51	+ 24	— 48	— 22
		Dehri .	+ 57	— 28	— 50	— 26	+ 35	+ 30	— 17
		Bhabhua	— 36	— 25	— 51	— 15	+ 71	+170	0
		Sasaram	+ 11	+ 3	— 21	— 24	+ 45	— 6	— 5
		Arrah ...	— 20	— 43	+ 39	— 18	+ 11	— 54	— 3
		Mohanea .	+ 48	— 46	— 39	— 33	+146	+331	+ 15
	Saran ..	Gopalganj .	+ 11	— 47	— 4	— 47	+ 33	— 45	— 2
		Siwan	— 52	— 29	— 19	— 61	— 19	— 68	— 36
		Chapra	— 49	+ 33	— 23	— 37	+ 37	— 69	— 12
	Champaran	Motihari	— 61	+ 1	— 13	— 45	+ 46	— 32	— 11
		Bettiah ...	+ 96	— 31	— 21	— 17	+ 53	+ 30	+ 2
		Bagaha .	— 47	— 43	— 42	— 69	— 3	— 10	— 40
		Burhurwa .	— 56	— 45	+ 14	— 36	+ 65	+ 49	— 4

Meteorological Division.	Division.	District.	Station.	May	June	July	August	September	October	TOTAL
1	2	3	4	5	6	7	8	9	10	11
BIHAR—*contd*	Patna—*contd*	Muzaffarpur	Sitamarhi	+ 45	+ 54	+ 40	— 43	+ 2	+ 33	+17
			Muzaffarpur	— 35	+ 26	+ 12	— 65	— 8	— 36	—13
			Hajipur	— 79	+ 3	— 27	— 46	+ 40	— 76	—21
			Paru	— 87	— 1	+ 14	— 78	+ 15	— 47	—23
			Mahuwa	— 82	+ 31	— 27	— 61	?	?	?
			Shiuhar	— 41	+ 57	— 19	— 55	+ 11	— 27	—12
			Pupri	— 83	— 4	— 17	— 64	+ 80	+ 81	—16
		Darbhanga	Tajpur	— 46	+ 8	— 5	— 35	+ 64	— 83	— 4
			Darbhanga	— 84	+ 61	— 2	— 69	+ 36	— 68	—11
			Madhubani	— 29	+ 31	+ 3	— 62	+ 53	— 17	— 2
			Bahera	— 64	+ 60	— 14	— 76	— 28	— 41	—28
			Rosera	— 74	+ 63	+ 29	— 40	— 20	+ 53	— 3
	Bhagalpur	Monghyr	Begusarai	— 58	+ 62	+ 56	+ 17	— 53	— 16	+16
			Monghyr	— 35	+ 75	— 3	— 30	— 16	+ 13	— 2
			Jamui	— 15	+ 49	+ 11	— 37	+ 17	— 25	+ 3
			Gogri	— 42	+141	— 2	— 14	+ 10	+ 55	+14
			Shaikhpura	— 77	+ 36	— 46	— 87	— 72	+ 71	—43
		Bhagalpur	Madhipura	— 4	+ 82	+ 11	— 12	+ 52	— 31	+14
			Supaul	— 13	+ 60	+ 83	— 46	+ 18	— 57	+19
			Pratapganj	+ 20	+ 61	— 20	— 73	— 21	+ 13	—13
			Bhagalpur	+ 3	+119	+ 33	+ 21	+ 31	+ 89	+52
			Banka	— 18	+ 64	+ 31	+ 32	+ 27	+ 38	+35
			Colgong	— 17	+187	+ 16	— 36	+ 10	+ 30	+31
		Purnea	Kishanganj	+ 37	+ 7	+ 55	— 63	+ 92	+ 22	+22
			Araria	+ 68	+ 7	+ 13	— 72	+ 16	— 13	+ 3
			Purnea	— 32	+117	+ 39	— 59	+ 62	— 13	+24
			Gondwara (*Korah*)	— 48	+168	+ 90	— 21	+123	+ 26	+66
			Kaliaganj	+ 23	— 3	+ 30	— 52	— 25	— 14	—14
		Malda	Malda	— 40	+ 25	— 4	— 20	+ 29	— 79	— 6
			Chanchal	+ 2	+ 57	+ 23	— 52	+ 64	— 26	+13
			Gajol	+ 13	+171	+ 22	— 31	+ 31	+ 55	+34
			Sibganj	— 49	+ 15	— 11	— 25	— 10	— 58	—17
		Sonthal Parganas	Rajmahal	— 72	+ 36	— 29	— 53	— 5	+ 15	—17
			Godda	+ 18	+ 97	— 19	— 6	+ 21	+ 24	+17
			Pakaur	— 14	— 1	+ 9	— 49	+ 5	— 59	—13
			Naya Dumka	+ 49	— 19	+ 11	— 21	+ 55	— 62	+ 2
			Deoghur	+ 60	— 18	+ 15	— 49	+ 76	— 8	+ 5
			Jamtara	— 39	— 38	— 50	— 2	+ 87	— 90	—18
			Nanihat	— 5	+ 44	+ 75	— 3	+133	—100	+47
ORISSA.	Orissa.	Cuttack	Jagatsingpur	— 15	+ 24	— 28	+135	+ 26	+ 24	+34
			Banki	+ 9	— 22	— 31	+ 35	+147	+124	+38
			Cuttack	— 37	— 65	— 37	+ 71	+102	+ 13	+15
			False Point	— 52	— 38	+ 25	+ 67	+ 58	— 19	+18
			Kendrapara	— 38	— 33	— 15	+ 65	+ 84	— 5	+17
			Jajpur	— 67	— 37	+ 18	+ 77	+ 87	+ 27	+32
			Dharmsala	— 23	— 31	+120	+ 99	+131	— 2	+62
			Salipore	— 34	— 30	— 14	+ 39	+ 59	+ 68	+14
		Balasore	Akhyapada	— 8	— 3	+137	+ 90	+ 85	+ 14	+66
			Chandbali	+ 16	+ 35	+ 48	+ 85	+ 98	— 24	+54
			Bhadrak	— 8	— 15	+ 8	+ 43	+ 65	+ 36	+24
			Soro	+ 5	+ 34	+ 5	+ 66	+ 92	— 6	+39
			Balasore	+ 25	+ 5	— 15	+ 60	+ 61	— 42	+21
			Jellasore	+ 45	— 33	— 55	+127	+ 43	— 40	+15
			Baripada	+ 26	— 56	— 33	+ 58	+ 95	— 15	+15
		Puri	Puri	+ 52	— 10	— 29	+126	+ 38	— 26	+25
			Khurda	— 1	— 19	— 34	+ 50	+ 25	+127	+20
			Bhanpur	+ 6	+ 66	— 67	+ 27	— 11	+ 44	+ 6
			Gop	— 42	— 50	+ 14	+ 87	+ 2	+ 53	+19
			Pipli	— 32	+ 7	— 29	+ 84	+ 13	+ 20	+19

Division	District	Station	May	June	July	August	September	October	TOTAL
2	3	4	5	6	7	8	9	10	11
Chota Nagpur	Hazaribagh	Pachamba (*Giridih*)	— 34	— 4	— 43	— 4	+ 35	— 37	— 11
		Hazaribagh	— 29	+ 11	— 61	+ 20	+ 44	+ 1	— 4
		Barhi	— 40	+ 56	— 30	— 34	+ 5	— 22	— 14
		Chatra	— 61	— 10	— 42	— 7	+ 3	— 50	— 24
		Karagdoha	— 78	+ 25	— 22	— 18	— 2	?	
		Ramgarh	— 12	— 8	— 55	— 20	+ 89	— 42	— 14
	Ranchi	Lohardaga	— 25	— 1	— 38	+ 9	+ 82	— 1	+ 7
		Ranchi	— 34	+ 19	— 44	+ 8	+ 78	— 74	+ 2
		Silli	— 18	— 15	— 19	— 15	+209	+ 20	+ 19
		Surguja	— 70	— 51	+ 2	— 3	+259	+300	+ 32
		Jashpur	— 19	— 33	0	+ 26	+128	+110	+ 30
		Gangpur	+312	+ 64	+ 14	+ 78	+111	+391	+ 80
	Palamau	Palamau (*Daltonganj*)	— 47	— 12	— 47	— 4	+ 18	— 38	— 17
		Balumath	+ 27	0	— 37	+ 30	+ 50	— 2	+ 8
		Husainabad	+ 16	— 67	+ 27	+ 10	+173	— 56	+ 28
		Garhwa	— 50	0	— 27	— 43	+107	— 68	— 12
	Manbhum	Purulia	+ 13	— 45	— 68	— 13	+ 99	— 63	— 17
		Gobindpur	— 17	— 3	— 39	— 26	+ 92	— 29	— 7
		Raghunathpur	— 35	— 81	— 68	— 26	+122	— 60	— 18
		Barahbhum	— 61	+ 12	— 15	+ 15	+285	— 36	+ 40
		Jhalda	+ 26	— 34	— 27	— 13	+168	— 44	+ 8
		Chas	— 42	— 10	— 70	+ 4	+ 22	— 41	— 20
	Singhbhum	Chaibassa	+ 8	— 41	— 36	+ 27	+125	— 39	+ 9
		Chakardharpur	— 16	+ 10	— 48	+ 56	+172	— 47	+ 18
		Ghatsila	— 1	— 16	— 20	+ 15	+156	— 70	+ 16
		Baharagura	+ 68	— 48	+ 6	+ 42	+ 90	— 39	+ 21
	Orissa Tributary Mahals	Keonjhar	— 11	+136	— 16	+230	+107	+109	+ 89
		Kunjabangarh	— 48	— 1	— 24	+ 38	+ 2	+ 56	+ 5
	Angul	Angul	+ 51	— 44	— 49	+ 7	+ 46	— 3	— 8
		Bishpara	+ 12	+ 31	— 49	+ 75	— 9	+ 3	+ 6
		Talchar	— 5	+ 18	+ 19	+ 50	— 17	+200	+ 28
		Dhenkanal	+ 88	— 39	— 46	+ 43	+118	+177	+ 31
		Narsingpur	— 4	— 66	+ 4	+103	— 33	—100	— 9

METEOROLOGICAL OFFICE, BENGAL,
The 8th December 1899

C. LITTLE,
Meteorological Reporter to the Govt. of Bengal.

WEATHER AND CROP REPORT.

For the week ending the 14th January 1901

Burdwan.—Rainfall at Sadar 0 01 Weather fine and cold Harvesting of *aman* nearly finished Pressing of sugarcane continues Fodder and water sufficient Price of common rice stationary

Birbhum.—No rain Weather cold and cloudy Standing crops benefited by last rain Price of rice at Sadar 13½ seers and at Rampur Hat 14¼ seers per rupee Fodder sufficient

Bankura.—No rain Weather cold and occasionally cloudy Pressing of sugarcane commenced in places *Rabi* crops doing well Fodder and water sufficient No cattle-disease reported Price of common rice at Bankura 12 seers and at Vishnupur 12¾ seers

Midnapore.—No rain *Aman* being reaped Common rice sells as follows :—

	Srs.	
Sadar	14	per rupee
Contai	14	
Tamluk	11	
Ghatal	13½	

Hooghly.—No rain Harvesting of *aman* nearly finished *Rabi* crops doing well Fodder and water sufficient Common rice sells at 10 seers 15 chitaks per rupee

Howrah.—No rain Weather seasonable. Harvesting of *aman* going on in places Fodder and water sufficient Common rice sells at 10¼ seers per rupee

24-Parganas.—Rainfall at Sadar 01 Weather seasonable Prospect of standing crops not good Harvesting of *aman* still going on No cattle disease Fodder and water sufficient Common rice sells as follows :—

	Srs.	
Sadar	10	per rupee
Barasat . ..	10	
Basirhat . .	11	
Diamond Harbour	$12\frac{5}{16}$	

Nadia.—No rain Weather cloudy Rain wanted for the standing crops Harvesting of *mung* and *kalai* going on Fodder and water sufficient Price of common rice stationary

Murshidabad.—Rainfall at Lalbagh 0 02. Weather seasonable. Harvesting of *aman* finished and that of *kalai* continues Prospects of *rabi* crops fair Fodder and water sufficient No cattle-disease Common rice sells as follows :—

	Srs	
Sadar	13	per rupee.
Lalbagh ..	$13\frac{1}{8}$	
Kandi ...	15	
Jangipur .. .	15	

Jessore.—No rainfall Weather seasonable. Prospects of standing crops favourable Harvesting of *aman* nearly finished Fodder and water sufficient. Common rice sells as follows :—

	Srs	
Sadar	13	per rupee
Jhenida ...	13	
Magura	13¼	
Narail	$13\frac{5}{16}$	
Bangaon	$13\frac{5}{16}$	

Khulna.—Rainfall nil Weather seasonable Harvesting of *aman* paddy continues Prospect fair. Fodder and water sufficient Common rice sells as follows :—

	Srs	
Sadar	13½	per rupee
Bagerhat	$13\frac{5}{16}$	
Satkhira	10½	

Rajshahi.—Prospects of standing crops fair. Harvesting of *aman* paddy still going on Condition of cattle good Fodder and water ample Common rice sells at 14½ seers per rupee.

Dinajpur.—Rainfall nil Weather cold and cloudy. Harvesting of *aman* nearly over No cattle-disease Fodder and water plentiful. Rice selling at Sadar 15 seers and at Thakurgaon 13 seers per rupee

Jalpaiguri.—Rainfall nil Weather cold and cloudy Harvesting of *haimanti* paddy continues State of *rabi* crops satisfactory Price of common rice steady Fodder and water sufficient

Darjeeling—Rainfall at Darjeeling 0 09, Kurseong 12, Siliguri nil, Kalimpong nil Weather seasonable Days cloudy, nights cold and frosty *Bara marua*, *aman dhan*, *kalai* being harvested *Tori*, *tatar*, wheat and barley progressing *Terai*—*haimanti* paddy being harvested Tobacco and mustard moderate Potato well. Coarse rice sells as follows.—

	Srs.	
Hills	10	per rupee
Terai	14	

Bhutta sells at Darjeeling and Kalimpong 20 seers per rupee

Rangpur—Rainfall nil Weather very cold Harvesting of *aman* still going on. Fodder and water sufficient Common rice sells as follows —

	Srs	
Sadar ...	13	per rupee
Gaibanda	12	
Kurigram	10	
Nilphamari	13	

Bogra—No rain Harvesting of *aman* very nearly finished and that of mustard and sugarcane going on Weather cold and seasonable Rain want for *rabi* crops. Prospects moderate Lands being prepared for *aus* and jute. Fodder and water sufficient

Pabna.—Rainfall nil Weather cold and cloudy Prospects of crops fair Rain wanted for *rabi* crops Prices unchanged Fodder and water sufficient

Dacca—Rainfall nil Weather seasonable Prospects of crops fair Fodder available No cattle-disease Common rice 11½ seers per rupee

Mymensingh—Rainfall at Kishoreganj 07, Tangail 08 Weather cloudy and cold Fields are being prepared for early rice crop Transplantation of *boro* continues. Prospects of standing crops fair Common rice sells as follows —

	Srs.	
Sadar	10½	per rupee.
Jamalpur	10	
Kishorganj	11⅚	
Tangail	11	
Netrakona . .	11$\frac{5}{16}$	

Faridpur.—Rainfall at Sadar nil, Goalundo nil, Madaripur 0 72 Weather cold. State and prospects of winter crops favourable though more rain wanted Common rice sells at 12¼ seers a rupee

Backergunge—Rainfall nil Weather cold Prospects of crops fair Patuakhali reports 25 per cent *aman* paddy damaged by insects Fodder and water sufficient Common rice sells at 10 seers (old) *aman* and 12 seers (new)

Tippera—No rain Weather cloudy at times Standing crops doing well Fodder and water sufficient Common rice averages 12¼ seers per rupee

Noakhali—Rainfall nil Weather seasonable Prospects of standing crops good Cattle-disease in Lakhmipur Fodder and water sufficient Prices unchanged

Chittagong—No rain Harvesting of winter rice completed Outturn 12 annas Water and fodder sufficient Common rice 12½ seers per rupee

Patna.—Rainfall at Bikram 0 04. *Rabi* crops coming up well Weather favourable and a good harvest expected Pressing of sugarcane still going on. Fodder and water for cattle sufficient Common rice in Patna sells at 15 seers per rupee

Gaya—Rainfall nil *Rabi* and poppy doing well Sugarcane being pressed Common rice sells at 12½ seers per rupee

Shahabad—Rainfall at Sadar 0 03 Weather cloudy and cold *Rabi* on low land in Sasaram subdivision damaged by rain Pressing of sugarcane continues Fodder and water sufficient Rice 12½ seers a rupee at Sadar

Saran—Rainfall at Sadar nil, Siwan 0 56, Gopalganj 0 32 Weather cloudy and rainy Standing crops doing fairly well Bright sunshine and fine weather needed Fodder and water sufficient Common rice 15$\frac{3}{16}$ seers and *makai* 22$\frac{1}{16}$ seers per rupee

Champaran.—Rainfall nil Prospects of *rabi* good Weeding continues Threshing of paddy finished Sugarcane pressing going on Fodder and water sufficient Prices of common rice and maize at Sadar are 15½ and 26 seers per rupee respectively

Muzaffarpur.—Rainfall nil Prospects good Prices are—Common rice 14 seers, wheat 13 seers, barley 20 seers, maize 24 seers, gram 15 seers, *arhar* 13 seers, and *marua* 24 seers a rupee

Darbhanga—Rainfall at Sadar nil, Samastipur 0 02, Madhubani 0 13 *Rabi* doing well Fodder and water sufficient No cattle-disease reported. Common rice sells as follows —

	Srs	
Sadar	15¼	per rupee
Samastipur	15	
Madhubani	16½	

Monghyr.—Rainfall at Sadar nil, Begusarai 0 87, Jamui 0 21 Very cold Paddy harvesting nearly finished Standing crops promising *Rabi* crops much promising *Rabi* crops much benefited by recent rains Lands being prepared for *phagun* indigo at Begusarai subdivision. Common rice sells as follows —

	Srs	
Sadar	15	per rupee
Begusarai	16	
Jamui	14½	

Bhagalpur.—Rainfall at Sadar nil, Banka nil, Madhipura 0 06, Supaul 0 32 Weather cloudy and windy Harvesting of winter rice almost complete Pressing of sugarcane is still going *Rabi* crops have been much benefited by last week's rainfall No cattle-disease Fodder and water-supply sufficient Prices stationary

Purnea.—No rain Weather cold and cloudy Harvesting of *aghani* paddy nearly finished *Rabi* crops doing well No cattle-disease Fodder and water sufficient Common rice sells as follows —

	Srs.	
Sadar	15	per rupee
Kishanganj	14	
Araria	16	

Malda.—Rainfall nil Weather cold and cloudy Harvesting of winter rice not yet finished Prospect of standing *rabi* crops good No cattle-disease Fodder and water sufficient Price of rice stationary

Sonthal Parganas—Rainfall nil Weather cloudy and cold Harvesting of winter rice is nearly over Standing *rabi* crops doing well Fodder and water-supply ample No cattle-disease reported Rice sells at 15 seers and maize 21¼ seers per rupee

Cattack—Rainfall nil Weather seasonable *Guru sarad* and sugarcane being harvested *Rabi*, *dalua* and tobacco growing Condition of cattle good Fodder and water sufficient Common rice sells as follows —

	Srs ch.	
Sadar	14 7	per rupee
Jajpur	14 7	
Kendrapara	15 12	
Banki	16 12	

Balasore.—Rainfall nil Harvesting of *kantha*, *sarad*, *rabi* and cotton continues Sugarcane being pressed *Rabi* doing well Rice sells at 16¼, 14¼ and 16 seers per rupee in interior, Balasore and Bhadrak, respectively Fodder and water sufficient

Angul—Rainfall at Angul nil, Bissipara 70, Tikorpara 1 68, Chhindipara 79 Weather cloudy Crushing of sugarcane and harvesting of *rabi* and *til* going on Price of common rice stationary Fodder and water ample

Puri—Rainfall at Sadar 0 71, Khurda 1 63 Weather seasonable *Sarad* paddy being harvested and gathered *Dalua*, *mung*, *biri* and other miscellaneous crops growing well Fodder and water sufficient Rice sells as follows —

	Srs ch	
Sadar	15 1	per rupee.
Khurda	15 12	
In the interior	16 12	

Hazaribagh.—Weather cold and cloudy Rainfall at Sadar nil, Giridih 02 Sugarcane pressing going on Fodder and water sufficient Common rice sells at Sadar 11 to 13 seers per rupee and at Giridih 14 seers

Ranchi.—Rainfall nil Weather cold and cloudy Prospect of crops good Average price of common rice is 18 seers per rupee No cattle-disease reported Fodder and water sufficient

Palamau—No rain Weather cloudy Prospect of *rabi* much improved by recent rain Fodder and water sufficient Rice sells at Sadar 13½ seers per rupee

Manbhum.—Rainfall nil Weather seasonable Prospects of crops on ground good Fodder and water sufficient Cattle-disease reported from Jhalda, Purulia, Manbazar and Barabazar Average price of common rice at Sadar 14 seers and at Gobindpur 12 seers per rupee Supply sufficient

Singhbhum—No rain *Rabi* crops doing well Average price of rice is 16 seers 10 chitaks in the district, at Chaibassa 16 seers

General Summary—Light and scattered showers fell during the week The rain has been generally beneficial to the standing crops *Rabi* doing well Harvesting of paddy nearly finished Pressing of sugarcane still going on Prospects good on the whole Fodder sufficient Cattle-disease reported from two districts only The price of common rice has fallen in 8 districts, risen in 10, and is stationary in the rest

By order of the Lieutenant-Governor of Bengal,

F A SLACKE,

Secretary to the Govt. of Bengal.

REVENUE DEPARTMENT,

The 15th January 1901

Results of the Meteorological Observations taken at the Alipore Observatory from 6th to 12th January 1901

Month	Date	Maximum in sun	Number of hours of bright sunshine	Mean pressure barometer at 32 Fahr	Temperature: Mean	Temperature: Maximum	Temperature: Range	Temperature: Minimum	Hygrometry: Mean wet bulb	Hygrometry: Vapour tension	Hygrometry: Dew point	Hygrometry: Humidity	Wind: Prevailing direction	Wind: Miles recorded	Rain	Weather
		°		Inches	°	°	°			Inch		%			Inches	
Jan	6th	132 8	8 9	30 024	61 1	72 1	[illegible]	[illegible]7 1	59 1	0 436	55 2	[illegible]	NNW and N by W	1[illegible]2	Nil	Chiefly clear, ⌓
"	7th	126 8	8 8	078	61 4	70 2	17 6	52 6	56 3	[illegible]88	51 [illegible]	7[illegible]	N by W, NNW and NW	113	"	Clear, ⌓
"	8th	125 0	8 9	059	61 0	71 5	19 [illegible]	51 6	56 7	106	[illegible]	77	N by W and NNE	80	"	Chiefly clear, ⌓
"	9th	129 8	5 9	014	62 5	71 6	21 [illegible]	52 7	59 1	449	5[illegible] 0	79	NW by N and WNW	66	"	Partially cloudy, ⌓, o
"	10th	133 1	7 2	051	61 [illegible]	74 0	15 [illegible]	58 8	61 0	457	55 [illegible]	80	NNW and WNW	94	0 01	Partially cloudy, ⌓, o d
"	11th	123 8	9 2	110	62 6	73 0	17 [illegible]	[illegible] 1	58 4	431	[illegible] 0	78	WNW and NNW	65	Nil	Clear, ⌓
"	12th	127 0	9 1	11[illegible]	61 7	72 7	20 4	52 3	56 [illegible]	[illegible] 0	5[illegible]	71	NNW and N	74	"	Clear, ⌓

	Inches
The mean pressure of the seven days	30 069
The average pressure of the corresponding period for 24 years, Surveyor-General's Office ..	30 020
	Hours
The total number of hours of bright sunshine ..	58 0
The maximum possible number of hours of sunshine ...	76 6
	°
The mean temperature of the seven days	62 7
The average temperature of the corresponding period for 24 years, Surveyor-General's Office ..	67 0
The extreme variation of temperature	22 9
The maximum temperature	74 5
	Miles.
The highest velocity of the wind in one hour	11
	%
The mean relative humidity	76
The average relative humidity of the corresponding period for 24 years, Surveyor-General's Office ..	71
	Inches
The total fall of rain from 6th to 12th January 1901	0 01
The average fall of the corresponding period for 24 years, Surveyor-General's Office ..	0 07
The total fall from 1st to 12th January 1901	1 04
The average fall of the corresponding period for 24 years, Surveyor-General's Office	0 11

The mean pressure, temperature, &c, are deduced from the traces of the Barograph and Thermograph, and from eye observations

The maximum and minimum temperatures are obtained from self-registering thermometers All the thermometers are verified and the readings have been corrected to a standard constructed and verified at the Kew Observatory They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground

The barometer readings are corrected approximately to those of the standard, Newman's No 86, formerly at the Surveyor-General's Office

The hygrometric elements are obtained from Tables III IV, and V of the official tables computed in the Meteorological Office, and based on Regnault's modifications of August's formula

The directions and the movement of the wind are taken from the trace of a Beckley's anemograph

The mouth of the rain-gauge is one foot above the ground

⌓, dew, o, overcast, d drizzling rain.

G. W KEGHLEY,

For Meteorological Reporter to the Govt of India, and Director-General of Indian Observatories.

METEOROLOGICAL OFFICE, GOVT. OF INDIA,

Alipore (Calcutta), the 14th January 1901.

Table of Rainfall recorded at stations

Meteorological Division.	Division.	District	Station	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
SOUTH WEST BENGAL	Burdwan	Burdwan	Kalna																				
			Burdwan																				
			Katwa																				
			Raniganj																				
			Mankur																				
		Birbhum	Suri																				
			Hetampur																				
			Rampur Hât																				
			Bolpur																				
			Murarai																				
			Labpur																				
		Bankura	Bankura																				
			Vishnupur																				
			Maliara																				
			Khatra																				
			Indas																				
			Kotalpur																				
			Onda																				
			Gangajalghati																				
			Raipur																				
			Sonamukhi																				
		Midnapore	Contai																				
			Tamluk																				
			Midnapore																				
			Ghatal																				
			Kukrahaty																				
			Garhbeta																				
			Panskura																				
			Dantan																				
		Hooghly	Serampore																				
			Hooghly																				
			Arambagh (Jahanabad)																				
		Howrah	Howrah																				
			Mohesreka																				
			Uluberia																				
	Presidency	24-Parganas	Saugor Island																				
			Diamond Harbour																				
			Budge Budge																				
			Canning Town																				
			Alipore (Obsy.)																				
			Barrackpore																				
			Dum Dum																				
			Barasat																				
			Basirhat																				
		Nadia	Ranaghat																				
			Krishnagar																				
			Chuadanga																				
			Meherpur																				
			Kushtia																				
		Murshidabad	Kandi																				
			Berhampore																				
			Lalbagh																				
			Azimganj																				
			Jangipur																				
			Lalgola																				
			Akriganj																				
			Fatkabari																				
			Dumkal																				
		Jessore	Narail																				
			Jessore																				
			Jhenidah																				
			Magura																				
			Bangaon																				
		Khulna	Satkhira																				
			Bagerhat																				
			Khulna																				
			Kaliganj																				
			Nakipur																				
			Dumuria																				
			Rampal																				
			Kalaroa																				
			Paikgacha																				
			Mollahat																				
			Morellganj																				
			Tala																				
NORTH BENGAL	Rajshahi	Rajshahi	Boalia																				
			Nator																				
			Naugaon																				
			Lalpur																				
			Manda																				
		Dinajpur	Mahadebpur																				
			Nithpur																				
			Nawabganj																				
			Gangarampur																				
			Chintaman																				
			Raiganj																				
			Dinajpur																				
			Balurghat																				
			Thakurgaon																				
			Setabganj																				
			Ramganj																				
		Jalpaiguri	Jalpaiguri																				
			Alipore Duar																				
			Falakata																				
			Debiganj																				
			Bhagalpur (Nagrakatta)																				
			Kalchini																				
		Darjeeling	Baxa																				
			Siliguri																				
			Darjeeling																				
			Kalimpong																				
			Mungpoo																				
			Kurseong																				
			Pedong																				

in Bengal in December 1900.

21	22	23	24	25	26	27	28	29	30	31	Number of rainy days.	Average number of rainy days.	Total rainfall for the month	Average rain fall for the month	Heaviest rain fall during the month	Total rainfall from 16th Oct. 1900 up to 31st Dec. 1900	Average rain fall from 16th Oct. up to 31st Dec.	Station	District	Division.	Meteorological Division.
								0·21			1	0·20	0·21	0·16	0·21	0·21	2·41	Kalna	Burdwan	Burdwan	South West Bengal
						0·10	0·10				2	0·19	0·20	0·15	0·10	0·20	2·39	Burdwan			
											Nil	0·23	Nil	0·08	Nil	0·03	2·40	Katwa			
							0·05	0·05			Nil	0·31	0·10	0·09	0·05	0·10	1·81	Raniganj			
											Nil	1·18	Nil	0·09	Nil	Nil	1·53	Mankur			
											Nil	0·35	Nil	0·11	Nil	Nil	2·08	Suri	Birbhum		
								0·02			Nil	0·38	0·02	0·09	0·02	0·02	1·73	Hetampur			
											Nil	0·27	Nil	0·12			3·10	Rampur Hât			
											Nil	0·18	Nil	0·09	Nil	Nil	1·76	Bolpur			
											Nil	?	Nil	?	Nil	Nil	?	*Morarai*			
											Nil	?	Nil	?	Nil	Nil	?	*Labpur*			
						0·03	0·02	0·12			1	0·36	0·17	0·15	0·12		2·27	Bankura	Bankura		
							0·48				1	0·15	0·48	0·15	0·48	0·48	1·94	Vishnupur			
									0·22		1	0·25	0·22	0·13	0·22	0·22	1·73	Malhara			
						0·09	0·08				Nil	0·31	0·17	[illegible]	0·09	0·17	2·42	Khatra			
											Nil	0·17	Nil	0·10	Nil	Nil	1·58	Indas			
							0·20				1	0·08	0·20	0·10	0·20	0·20	2·07	Kotalpur			
						0·70	0·22				2	0·05	0·92	[illegible]	0·70	0·92	1·35	Onda			
								0·19			1	0·27	0·19	0·1	0·19	0·19	1·87	Gangajalghati			
											Nil	0·09	Nil	0·18	Nil	Nil	3·26	Raipur			
											Nil	0·18	Nil	0·17	Nil	Nil	1·99	Sonamukhi			
								1·22			1	0·42	1·22	0·28	1·22	1·43	5·93	Contai	Midnapore		
							0·04				Nil	0·3[illegible]	0·04	0·20	0·04	0·04	3·01	Tamluk			
							0·61				1	0·31	0·61	[illegible]	0·61	0·61	2·93	Midnapore			
							0·13				1	0·35	0·13	0·17	0·13	0·13	1·57	Ghatal			
											Nil	0·11	Nil	0·01	Nil	Nil	2·53	Kukrahaty			
											Nil	0·18	Nil	0·15			2·16	Garhbeta			
							0·31				1	?	0·3	?	0·31	0·31	?	*Panskura*			
											Nil	?	Nil	?	Nil	0·88	?	*Dantan*			
							0·15	0·10			2	0·44	0·25	0·24	0·15	0·25	2·82	Serampore	Hooghly		
											Nil	0·38	Nil	0·26			2·40	Hooghly			
						0·06	0·25	0·02			1	0·28	0·31	0·14	0·25	0·31	2·10	Arambagh (Jahanabad)			
							0·11				1	0·46	0·11	0·23	0·11	0·11	2·70	Howrah	Howrah		
							0·40	0·05			1	0·48	0·45	0·21	0·40	0·45	1·83	Mohesrekha			
							0·20				1	?	0·20	?	0·20	0·20	?	*Uluberia*			
								0·07			Nil	0·65	0·07	0·28	0·07	2·34	6·43	Saugor Island	24-Parganas	Presidency	
											Nil	0·38	Nil	0·22	Nil	Nil	3·15	Diamond Harbour			
							0·21				1	?	0·21		0·21	0·38	?	*Budge-Budge*			
											Nil	0·18	Nil	0·16	Nil	0·57	3·16	Canning Town			
							0·05				Nil	0·16	0·05	0·21	0·05	0·06	2·81	Alipore (Obsy.)			
							0·26				1	0·45	0·26	0·21	0·26	0·26	2·68	Barrackpore			
											Nil	0·40	Nil	0·2[illegible]	Nil	Nil	2·72	Dum Dum			
											Nil	0·42	Nil	[illegible]	Nil	Nil	2·01	Barasat			
											Nil	0·35	Nil	0·1	Nil	Nil	2·86	Basirhat			
						0·04	0·04				Nil	0·19	0·05	0·11	0·04	0·08	2·69	Ranaghat	Nadia		
							0·01				Nil	0·19	0·01	0·08	0·01	0·01	2·46	Krishnagar			
											Nil	0·23	Nil	0·11	Nil	Nil	2·83	Chuadanga			
											Nil	0·23	Nil	0·13	Nil	Nil	2·33	Meherpur			
											Nil	0·15	Nil	0·14	Nil	Nil	2·94	Kushtia			
											Nil	0·24	Nil	0·17	Nil	Nil	2·22	Kandi	Murshidabad		
											Nil	0·42	Nil	0·1	Nil	Nil	1·91	Berhampore			
											Nil	0·11	Nil	0·10	Nil	Nil	2·20	Lalbagh			
											Nil	0·21	Nil	0·09	Nil	Nil	1·78	Azimganj			
											Nil	0·29	Nil	0·11	Nil	Nil	1·82	Jangipur			
											Nil	0·35	Nil	0·10	Nil	Nil	2·25	Lalgola			
											Nil	0·10	Nil	Nil	Nil	Nil	2·25	Akriganj			
											Nil	0·11	Nil	0·04	Nil	Nil	2·04	Patkabari			
											Nil	0·36	Nil	0·17	Nil	Nil	2·17	Dumkal			
											Nil	0·24	Nil	0·17			3·29	Narail	Jessore		
							0·03	0·11			1	0·35	0·14	0·15	0·11		3·77	Jessore			
											Nil	0·20	Nil	0·12	Nil	Nil	3·08	Jhenidah			
											Nil	0·20	Nil	0·11	Nil	Nil	2·71	Magura			
											Nil	0·23	Nil	0·2	Nil	Nil	2·90	Bangaon			
											Nil	0·31	Nil	0·2	Nil	Nil	2·93	Satkhira	Khulna		
											Nil	0·48	Nil	[illegible]	Nil	0·11	[illegible]	Bagerhat			
											Nil	0·44	Nil	[illegible]	Nil	0·11	3·10	Khulna			
											Nil	?	Nil	?	Nil	Nil	?	*Kaliganj*			
											Nil	?	Nil	?	Nil	1·09	?	*Nakipur*			
											Nil	?	Nil	?	Nil	Nil	?	*Dumuria*			
											Nil	?	Nil	?	Nil	0·30	?	*Rampal*			
								0·04			Nil	?	0·04	?	0·04	0·05	?	*Kalaroa*			
											Nil	?	Nil	?	Nil	1·18	?	*Paikgacha*			
											Nil	?	Nil	?	Nil	0·35	?	Mollahat			
											Nil	?	Nil	?	Nil	1·29	?	Morellganj			
											Nil	?	Nil	?	Nil	0·17	?	*Tala*			
											Nil	0·23	Nil	0·07	Nil	Nil	1·76	Bogra	Rajshahi	Rajshahi	North Bengal
											Nil	0·19	Nil	0·0[illegible]	Nil	Nil	2·25	Nator			
											Nil	0·23	Nil	0·13	Nil	Nil	1·55	Naugaon			
											Nil	0·18	Nil	0·03	Nil	Nil	1·70	Lalpur			
											Nil	0·09	Nil	0·01	Nil	Nil	1·18	Manda			
											Nil	0·22	Nil	0·11	Nil	Nil	1·50	Mahadebpur			
											Nil	?	Nil	?	Nil	Nil	?	*Nithpur*	Dinajpur		
											Nil	?	Nil	?	Nil	Nil	?	*Nawabganj*			
											Nil	?	Nil	?	Nil	Nil	?	*Gangarampur*			
											Nil	0·14	Nil	0·09	Nil	Nil	0·90	Churaman			
											Nil	0·25	Nil	0·10	Nil	Nil	0·84	Raiganj			
										0·18	1	0·23	0·18	0·08	0·18	0·18	2·05	Dinajpur			
											Nil	0·15	Nil	0·13	Nil	Nil	1·35	Balurghat			
											Nil	?	Nil	?	Nil	Nil	?	*Thakurgaon*			
											Nil	?	Nil	?	Nil	Nil	?	*Setabganj*			
											Nil	?	Nil	?	Nil	Nil	?	*Ramganj*			
											Nil	0·27	Nil	0·09	Nil	Nil	2·66	Jalpaiguri	Jalpaiguri		
											Nil	0·10	Nil	0·02	Nil	Nil	1·78	Alipore Duar			
											Nil	0·10	Nil	0·01			1·09	Falakata			
											Nil	0·10	Nil	0·03	Nil	Nil	1·21	Debiganj			
0·35					0·04						1	?	0·39	?	0·35	0·39	?	*Bhagatpur (Nagrakatta)*			
									0·01	0·05	Nil	?		?	0·05	0·06	?	Kalchini			
												1·38	0·06	0·44			8·21	Baxa	Darjeeling		
				0·04							Nil	0·31	0·04	0·09	0·04	0·04	1·85	Siliguri			
0·09					0·25						1	0·62	0·34	0·22	0·25	0·31	3·54	Darjeeling			
0·09					0·06						Nil	0·62	0·15	0·24	0·09	0·15	1·45	Kalimpong			
0·26				0·05							1	?	0·23	?	0·18	0·23	?	*Mungpoo*			
					0·01						Nil	?	0·04	?	0·04	0·04	?	*Kurseong*			
0·16					0·11						2	?	0·27	?	0·16	0·27	?	*Pedong*			

Table of Rainfall recorded at stations

Meteorological Division.	Division.	District	Station	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
North Bengal—concluded.	Rajshahi—concluded.		Yatung																				
		Cooch Behar	Dinhatta																				
			Cooch Behar																				
			Mekliganj																				
			Mathabhanga																				
		Rangpur	*Fulbari*																				
			Bhawaniganj (*Gaibanda*)																				
			Rangpur																				
			Peerganj																				
			Kurigaon																				
			Gobindganj																				
			Bagdogra (*Nilphamari*)																				
			Ulipur																				
			Sunderganj																				
		Bogra	Sherpur																				
			Nowkhilla																				
			Bogra																				
			Panchabibi																				
		Pabna	Pabna																				
			Serajganj																				
East Bengal.	Dacca.	Dacca	Munshiganj																				
			Dacca																				
			Narayanganj																				
			Manikganj																				
			Jaydebpur																				
		Mymensingh	Kishorganj																				
			Atia (*Tangail*)																				
			Mymensingh																				
			Jamalpur																				
			Netrakona																				
			Subarnakhali																				
			Durgapur																				
			Sherpur Town																				
			Diwanganj																				
			Nalitabari																				
		Faridpur	Madaripur																				
			Faridpur																				
			Goalundo																				
		Backergunge	Patuakhali																				
			Pirojpur																				
			Barisal																				
			Gaurnadi																				
			Bhola																				
			Doulatkhan																				
			Bauphal														0·05					
	Chittagong.	Hill Tippera	Agartala																				
		Tippera	Comilla																				
			Chandpur																				
			Brahmanbaria																				
			Ramchandrapur																				
			Nasirnagar																				
			Daudkandi																				
			Kasba																				
			Laksam																				
		Noakhali	Noakhali																				
			Feni																				
			Harishpur																				
			Ramganj																				
			Chhagalnaya																				
			Hatya																				
			Lakhmipur																				
		Chittagong	Cox's Bazar																				
			Chittagong																				
			Kutubdia																				
			Satkania																				
			Kodala																				
			Fenua																				
			Mirsarai																				
		Chittagong Hill Tracts	Rangamatia																				
			Bandarban																				
			Barkal																0·65			
Behar.	Patna.	Patna	Patna																				
			Dinapore																				
			Bihar																				
			Barh																				
			Bikram																				
			Hilsa																				
		Gaya	Aurungabad																				
			Gaya																				
			Nawada																				
			Jahanabad																				
			Arwal																				
			Daudnagar																				
			Sherghati																				
			Rajauli																				
			Pakri Barawan																				
			Deo																				
		Shahabad	Buxar																				
			Dehri																				
			Bhabhua																				
			Sasaram																				
			Arrah																				
			Mohania																				
			Akhri																				
			Agaon																				
			Ramagar																				
			Koath																				
			Sikraul																				
			Massowan																				
			Monaharpur																				
			Chausa																				

in Bengal in December 1900—*continued*

21	22	23	24	25	26	27	28	29	30	31	Number of rainy days.	Average number of rainy days.	Total rainfall for the month.	Average rainfall for the month.	Heaviest rainfall during the month.	Total rainfall from 16th Oct. 1900 up to 31st Dec. 1900.	Average rainfall from 16th Oct. up to 31st Dec.	Station.	District.	Division.	Meteorological Division.
0·07					0 50						1	?	0 57	?	0 5	0 77	?	Yatung	Tibet	Rajshahi—*concluded*	NORTH BENGAL.
											Nil	0 35	Nil	0 15	Nil	Nil	1 92	Dinhatta	Cooch Behar		
											Nil	0 28	Nil	0 07	Nil	Nil	1 87	Cooch Behar			
											Nil	0 24	Nil	0 12	Nil	Nil	1 86	Mekliganj			
											Nil	0·24	Nil	0 09	Nil	Nil	2 14	Matabhanga			
											Nil	?	Nil	?	Nil	Nil	?	*Fulbari*			
											Nil	0 24	Nil	0 12	Nil	Nil	1 90	Bhawaniganj (*Gaibandha*)	Rangpur		
											Nil	0 31	Nil	0 08	Nil	Nil	2 58	Rangpur			
										0 18	1	?	0 18	?	0 18	0 18	?	*Peerganj*			
											Nil	0 33	Nil	0 18	Nil	Nil	1 25	Kurigaon			
											Nil	?	Nil	?	Nil	Nil	?	*Gobindganj*			
											Nil	0 29	Nil	0 13	Nil	Nil	1 57	Bardogra (*Nilphamari*)			
											Nil	0·18	Nil	0 10	Nil	Nil	1 12	Ulipur			
											Nil	?	Nil	?	Nil	Nil	?	*Sundarganj*			
											Nil	0 50	Nil	0 10	Nil	Nil	2 79	Sherpur	Bogra.		
											Nil	0 30	Nil	0 10	Nil	Nil	2 69	Nowkhilla.			
											Nil	0·23	Nil	0 10	Nil	Nil	2 11	Bogra			
											Nil	0 30	Nil	0 13	Nil	Nil	1 48	Panchbibi			
											Nil	0 19	Nil	0 10	Nil	Nil	2·33	Pabna	Pabna.		
											Nil	0 46	Nil	0 13	Nil	Nil	2 38	Serajganj			
											Nil	0 46	Nil	0·28	Nil	0·15	3 72	Munshiganj	Dacca	Dacca.	EAST BENGAL.
											Nil	0 42	Nil	0 1[illegible]	Nil	0 13	2·74	Dacca			
											Nil	0 51	Nil	0 2[illegible]	Nil	0 03	4 22	Narayanganj			
						0·02					Nil	0·33	0 02	0 10	0 02	0 10	2 83	Manikganj			
											Nil	0 09	Nil	0 03	Nil	0 13	2 98	Jaydebpur			
											Nil	0 31	Nil	0 24	Nil	0 03	2 60	Kishorganj	Mymensingh		
											Nil	0 23	Nil	0 09	Nil	Nil	2 47	Atia (*Tangail*)			
											Nil	0 31	Nil	0 13	Nil	Nil	2 82	Mymensingh			
											Nil	0 35	Nil	0 21	Nil	Nil	2 30	Jamalpur			
											Nil	0 31	Nil	0 1	Nil	Nil	3 57	Netrokona			
											Nil	0 09	Nil	0 12	Nil	Nil	2 64	Subarnakhali			
											Nil	0 00	Nil	Nil	Nil	Nil	1 96	Durgapur			
											Nil	?	Nil	?	Nil	Nil	?	*Sherpur Town*			
											Nil	0·00	Nil	Nil	Nil	Nil	1 71	Diwanganj			
											Nil	?	Nil	?	Nil	Nil	?	*Nalitabari*			
								0 36			1	0 27	0 36	0 18	0 36	0 36	2 93	Madaripur	Faridpur		
											Nil	0 31	Nil	0 11	Nil	0 30	3 10	Faridpur			
											Nil	0 28	Nil	0 01	Nil	Nil	2·[illegible]	Goalundo			
											Nil	0 67	Nil	[illegible]	Nil	2 28	4 32	Patuakhali	Backergunge		
											Nil	0 34	Nil	0 2	Nil	1 37	3 93	Pirojpur			
											Nil	0 54	Nil	0 30	Nil	1 81	4 22	Barisal			
											Nil	0·18	Nil	0 12	Nil	0 80	3 82	Gaurnadi			
											Nil	0 63	Nil	0 55	Nil	4 47	3 83	Bhola			
											Nil	?	Nil	?	Nil	1 14	?	*Doulatkhan*			
											Nil	0 45	0 05	0 33	0 05	1 81	4 11	Bauphal			
											Nil	0 44	Nil	0 3	Nil	0·30	3 95	Agartola	Hill Tippera	Chittagong	
											Nil	0 54	Nil	[illegible]	Nil	0 67	3 59	Comilla	Tippera.		
								0 02			Nil	0 61	0 02	0 30	0 02	0 90	3 65	Chandpur			
											Nil	0 46	Nil	[illegible]	Nil	0 12	3 11	Brahmanbaria			
											Nil	0 18	Nil	[illegible]			4 47	Ramchandrapur			
											Nil	0 09	Nil	0 01	Nil	0·20	3 09	Nasirnagar			
											Nil	0 00	Nil	Nil	Nil	Nil	2 78	Daudkandi			
											Nil	0 18	Nil	0 08	Nil	Nil	3 30	Kasba.			
											Nil	0 27	Nil	0 11	Nil	3 43	3 24	Laksam			
											Nil	0 58	Nil	0 10	Nil	1 5[illegible]	5 4[illegible]	Noakhali	Noakhali		
											Nil	0 60	Nil	0 8	Nil	0 55	5 51	Fenny			
											Nil	0 55	Nil	[illegible]	Nil	2 34	6 41	Harishpur			
								0 02			Nil	0 18	0·02	[illegible]	0 02	1 31	3 81	Ramganj			
											Nil	?	Nil	?	Nil	0 20	?	*Chhagalnaya*			
											Nil	?	Nil	?	Nil	2 01	?	*Hatya*			
												?					?	*Lakhipur*			
											Nil	0 69	Nil	[illegible]	Nil	0 70	6 02	Cox's Bazar	Chittagong		
											Nil	0 92	Nil	[illegible]	Nil	0 77	4 50	Chittagong			
											Nil	0 55	Nil	[illegible]	Nil	0 47	7 52	Kutubdia			
											Nil	0 55	Nil	[illegible]	Nil	0 67	5 09	Satkania			
											Nil	0 92	Nil	[illegible]	Nil	0 69	5 37	Kodala			
											Nil	?	Nil	?	Nil	0 89	?	*Fenua*			
											Nil	?	Nil		Nil	0 73	?	*Mirsarai*			
											Nil	0 85	Nil	[illegible]	Nil	0 48	4 54	Rangamati	Chittagong Hill Tracts		
											Nil	?	Nil		Nil	2 30	?	*Bandarban*			
											1	?	0 65	?	0 65	0 65	?	*Barkal*			
				0·13						0 11	2	0·31	0 24	[illegible]	0 13	0 21	1 40	Patna	Patna	Patna	BEHAR.
				0 13				0 05	0 30	1 11	1	0 31	1 59	0 1	1 11	1 59	1 69	Dinapore			
				0·04						0 07	Nil	0 31	0·11	0 10	0 07	0 11	1 32	Bihar			
					0·20					0 05	1	0 12	0 25	0 09	0 20	0 25	1 30	Barh			
			0 12							0 10	2	0 20	0 22	0 0	0 12	0 23	1 10	Bikram			
											Nil	0 00	Nil	0 01	Nil	Nil	1 16	Hilsa			
				0 34						0·92	2	0 38	1 28	[illegible]	0 92	1 28	1 15	Aurungabad	Gaya		
				0 12						0 60	2	0 31	0·72	[illegible]	0 60	0 7[illegible]	1 40	Gaya			
				0 19						0 18	3	0 27	0 3	[illegible]	0 19	0 37	1 13	Nawada			
				0·32						0 15	2	0 17	[illegible]	0 13	0 33	0 50	1 10	Jahanabad			
				0 31						0 35	2	0 30	0 66	0 2	0 35	0 66	1 20	Arwal			
				0 34						0 89	2	0 27	1 23	0 26	0 80	1 23	1 13	Daudnagar			
				0 32						0 81	2	0 09	1 13	[illegible]	0 81	1 13	0 9[illegible]	Sherghati			
						0·09				2 00	1	0 16	2·09	0 1	2 00	2 09	1 42	Rajauli			
										2 47	1	0 18	2 47	0 11	2 47	2 47	0 50	Pakri Barawan			
				0 50						0 75	2	?	1 25	?	0 75	1 25	?	Deo			
				0·65						0 33	3	0 38	0·97	0 18	0 65	0 97	1 79	Buxar	Shahabad		
				1 22						0 80	2	0 38	1 02	0 32	0 80	1·02	1 71	Dehri			
				0 40						1 11	2	0 27	1 51	[illegible]	1 11	1 51	1 89	Bhabhua			
				0·32						0 95	2	0 27	1 27	0 21	0 95	1 27	1 66	Sasaram			
				0 33					0 50		2	0·27	0 83	0 16	0 50	0 83	1 32	Arrah			
			0·80						1 00	2 70	3	0 18	4 50	[illegible]	2 70	4 50	1 30	Mohanea			
				0·20						1 40	2	?	1 60	?	1 40	1 60	?	*Akorhi*			
												?		?			?	*Ageaon*			
				0·30						0 30	2	?	0 60	?	0 30	0 60	?	*Ramnagar*			
				0 40						0 75	2	?	1 15	?	0 75	1 15	?	*Koath*			
				0·29						0 62	2	?	0 91	?	0 62	0 91	?	*Sikraul*			
			0·41						1 37	2 34	3	?	4 13	?	2 34	4 13	?	*Bussawan*			
				0·55						0 62	2	?	1 17	?	0 62	1 17	?	*Mo aharpur*			
				0·60						0 44	2	?	1·04	?	0 60	1·04	?	*Chausa.*			

Table of Rainfall recorded at stations

Meteorological Division	Division	District	Station	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
BIHAR—concluded.	Patna—concluded.	Saran	Gopalganj																				
			Siwan																				
			Ekma																				
			Chapra																				
			Hathwa																				
			Amnaur																				
			Basantpur																				
			Darauli																				
			Bhoreh																				
		Champaran	Motihari																				
			Bettiah																				
			Bagaha																				0·01
			Burhurwa																				
			Ramnagar																				
		Muzaffarpur	Sitamarhi																				
			Muzaffarpur																				
			Hajipur																				
			Paru																				
			Mahuwa																				
			Shiuhar																				
			Pupri																				
		Darbhanga	Tajpur (Samastipur)																				
			Darbhanga																				
			Madhubani																				
			Bahera																				
			Roserha																				
	Bhagalpur	Monghyr	Begusarai																				
			Monghyr																				
			Jamui																				
			Gogri																				
			Jamalpur																				
			Shaikhpura																				
			Chakai Bamdo																				
			Chupreon																				
			Gidhour																				
			Khargpur																				
		Bhagalpur	Madhipura																				
			Bongaon (*Syfabad*)																				
			Supaul																				
			Pratapganj																				
			Bhagalpur																				
			Banka																				
			Colgong																				
			Bansil																				
		Purnea	Kishanganj																				
			Araria																				
			Purnea																				
			Gondwara (*Korah*)																				
			Barsoe																				
			Forbesganj																				
			Kaliaganj																				
		Malda	Malda																				
			Chanol al																				
			Gajol																				
			Sibganj																				
		Sonthal Parganas	Rajmahal																				
			Godda																				
			Pakaur																				
			Naya Dumka																				
			Deoghur																				
			Jamtara																				
			Mohagama																				
			Nanihat																				
			Assenbone																				
			Katikund																				
			Madhupur																				
			Sarwan																				
			Sarath																				
			Barkope																				
			Bhagya																				
			Mohespore																				
			Hiraupur																				
			Barharwa																				
			Sahibganj																				
			Bario																				
ORISSA.	Orissa.	Cuttack	Jagatsingpur																				
			Banki																				
			Cuttack																				
			False Point																				
			Kendrapara																				
			Jajpur																				
			Dharmsala																				
			Salepur																				
		Balasore	Akhyapada																				
			Chandbali																				
			Bhadrak																				
			Soro																				
			Balasore																				
			Jellasore																				
			Baripada																				
		Puri	Puri																				
			Khurda																				
			Bhanpur																				
			Gop																				
			Satpara																				
			Pipli																				
			Nayagarh																				
			Ranpur																				
			Kanas																				

in Bengal in December 1900—*continued*

21	22	23	24	25	26	27	28	29	30	31	Number of rainy days	Average number of rainy days	Total rainfall for the month	Average rainfall for the month	Heaviest rainfall during the month	Total rainfall from 15th Oct up to 31st Dec	Average rainfall from 15th Oct up to 31st Dec	Station	District	Division	Meteorological Division
				0 20						0 0	2	0 33	0 0	0 11	0 30	0 0	1 08	Gopalganj	Saran	Patna—concluded	Bihar—concluded
				0 3							1	0 18	0	0 10	0 3	0	1 57	Siwan			
				0 26							1	?	0 2		0 26	0 2	?	*Ekma*			
				0 43						0 02	1	0 31	0 4	0 11	0 4	0 4	1 51	Chapra			
				0 28						0 01	1	?	0 3		0 28	0 4	?	*Hathua*			
				0 1						0 0	2	?	0 3	?	0 2	0 3	?	*Amnaur*			
				0 10							1	?	0 3	?	0 30	0 3	?	*Basantpur*			
				0 16							1	?	0 4		0 1	0 40	?	*Darauli*			
				0 0						0 30	2	?	0 40		0 0	0 40	?	*Bhorh*			
				0 2						0 16	2	0 16	0 1	0 11	1	0 3	1 19	Motihari	Champaran		
				0 1						0 08	1	0 30	0	0 1	1	0 2	0 9	Bettiah			
				32						1 0	1	0 4	0	0 1	0	0 23	1	Bagaha			
				0 11						1 1	2	0 30	0	1	1 1	0	1 31	Bahurwa			
			0							1 0	2	?	0		0 0	0 0		*Ramnagar*			
				0 08						0 7	Nil	0 3	0	0	0 18	0 15	1 14	Sitamarhi	Muzaffarpur		
				0 1						0 0	1	0 1	0 17	0 1	0 1	0 17	1 ?	Muzaffarpur			
				0 0						0 0	Nil	0 21	0 1	0 08	0 8	0 1	1 1	Hajipur			
				0 0							1	0 18		0 1	0 20	0 34	0 7	Paru			
												0 14		0			1 11	Mahua			
				0 13						0		0 18	0 0		0 1	0 31	1 43	Sheohar			
												0 18		0			1 14	Lapur			
				0 08						0 0	Nil	0 1	0 0	0	0 04	0 07	1 10	Tajpur (Samastipur)	Darbhanga		
				0 01	0 0					0 13	Nil	0	0 1		0 0	0 12	1 28	Darbhanga			
				0 3						0 0	1	0	0		0 3	0 1	1 0	Madhubani			
											Nil	0 1	Nil		Nil	Nil	0 1	Rusera			
										0 10	1	0	0	0 1	0 10	0 10	0 4	Rosera			
				0 13	0 1					0 0	1	0 1	0 1	0	0 13	0 17	1	Lakhisarai	Monghyr	Bhagalpur	
												0 1					1 ?1	Monghyr			
				1 1	0 1						1	24	0		0 1	0 19	0 ?	Jamui			
											1	0 18	1 1	0 1	1 1	1 15	0 14	Gogri			
											Nil	?			Nil	Nil	?	*Tarapur*			
											1	0 1	0	0 1	0 2		0	Sheikhpura			
					0 18						1	?	0 18	?	0 18	0 18		*Kharagpur*			
											Nil				Nil	Nil		*Chakai*			
											Nil	?		?	Nil	Nil		*Kathar*			
											Nil	?	Nil		Nil	Nil	?	*Khagaria*			
					0						Nil	0	0 01		0 09	0 09	1 2	Madhipura	Bhagalpur		
												?						Bongaon (*Supaul*)			
				0							Nil	0 16	0	0 08	0 2	0 0	1 01	Supaul			
				0 1						0	1	0 18	0	0	0 1	0 1	0 ?	Pratapganj			
					0						Nil	0 7	0	0	0 7	0 07	1 1	Bhagalpur			
											Nil	0	Nil	0	Nil	Nil	1	Banka			
											Nil	0 2	Nil	0	Nil	Nil	0 8	Colgong			
											Nil	?			Nil	Nil		*Bausi*			
											Nil	0 36	Nil	0 11	Nil	Nil	1 27	Kishanganj	Purnea		
											Nil	0 12	Nil	0 7	Nil	Nil	1 21	Araria			
					0 1						1	0 23	0 11	0 11	0 11	0 11	1 67	Purnea			
										0 0	1	0 18	0	0	0 0	0 0	0 8	Gondwara (Korha)			
											Nil	?	Nil		Nil	Nil	?	*Raniganj*			
											Nil	?	Nil	?	Nil	Nil	?	*Kasba*			
											Nil	0 4	Nil	0	Nil	Nil	0 8	Kaliaganj	Malda		
											Nil	0 23	Nil	1	Nil	Nil	2 0	Malda			
											Nil	0 1	Nil	0 3	Nil	Nil	0 8	Chanchal			
											Nil	0 18	Nil		Nil	Nil	0 8	Gajol			
											Nil	0 2	Nil		Nil	Nil		Shibganj			
											Nil	0 1	Nil	0	Nil	Nil	1 2	Rajmahal	Sonthal Parganas		
											Nil	0 2	Nil	0	Nil	Nil	1	Godda			
											Nil	0 0	Nil		Nil	Nil	1 1	Pakaur			
											Nil	0 30	Nil	1	Nil	Nil	1 42	Naya Dumka			
					0 0					1 01	Nil	0 3	0 0	0 1	1	0 08	1 8	Deoghar			
								0		0 1	1	0 21	0 1	0 1	0 1	0 1	1 8	Jamtara			
											Nil	?	Nil		Nil	Nil	?	*Mahagama*			
											Nil	0 18	Nil	0 11			1 24	Nanihat			
											Nil	?			Nil	Nil		*Assanbani*			
											Nil	?	Nil		Nil	Nil	?	*Kathikund*			
											Nil	?	Nil		Nil	Nil	?	*Madhupur*			
											Nil	?	Nil		Nil	Nil	?	*Sarwan*			
											Nil	?	Nil		Nil	Nil	?	*Sarath*			
											Nil	?	Nil		Nil	Nil	?	*Barkipa*			
											Nil	?	Nil		Nil	Nil	?	*Bhagaiya*			
												?					?	*Maheshpur*			
											Nil	?	Nil	?	Nil	Nil	?	*Hiranpur*			
											Nil	?	Nil		Nil	Nil	?	*Barharwa*			
											Nil	?	Nil		Nil	Nil	?	*Sahibganj*			
												?						*Bario*			
											Nil	0 42	Nil				5 ?8	Jagatsinghpur	Cuttack	Orissa	Orissa
											Nil	0 85	Nil	0 4	Nil	Nil	4 54	Banki			
											Nil	0 62	Nil		Nil	0 40	4 04	Cuttack			
								0 14			Nil	0 ?3	0 01		0 04	3 11	8 1?	False Point			
								0 03			Nil	0 62	0 03	0 3	0 03	1 0	5 36	Kendrapara			
											Nil	0 61	Nil	1 4	Nil	0 90	3 ?	Jajpur			
							0 16				1	0 09	0 1	0 1	0 10	0 31	4 11	Dharmsala			
											Nil	0 2	Nil	0 15	Nil	0 41	4 7	Salipore	Balasore		
											Nil	0 42	Nil	0 1	Nil	0 03	? 7	Akhuypada			
											Nil	0 57	Nil	0 11	Nil	1 2	4 97	Chandbali			
											Nil	0 46	Nil		Nil	0 06	3 81	Bhadrak			
											Nil	0 22	Nil	1 00	Nil	Nil	4 20	Soro			
											Nil	0 58	Nil	0 8	Nil	Nil	4 18	Balasore			
											Nil	0 90	Nil	0 1	Nil	0 05	? 0	Jellasore			
											Nil	0 9	Nil	0 1	Nil	Nil	2 93	Baripada			
											Nil	0 73	Nil	0 30	Nil	2 23	5 31	Puri	Puri		
											Nil	0 77	Nil	0 1	Nil	1 2	5 4	Khurda			
											Nil	1 04	Nil	0 8	Nil	2 81	6 63	Banpur			
											Nil	0 36	Nil	0 2	Nil	4 85	9 12	Gop			
											Nil	?	Nil	?	Nil	1 45	?	*Satpara*			
											Nil	0 40	Nil	0 2	Nil	1 49	5 52	Pipli			
												?	Nil	?			?	*Nayagarh*			
											Nil	?	Nil	?	Nil	0 20	?	*Ranpur*			
											Nil	?	Nil	?	Nil	0 80	?	*Kanas*			

Table of Rainfall recorded at stations

Meteorological Division.	Division.	District	Station	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Chota Nagpur.	Chota Nagpur	Hazaribagh	Pachamba (*Giridih*)																				
			Hazaribagh																				
			Barhi																				
			Chatra																				
			Kharagdiha																				
			Ramgar																				
		Ranchi	Lohardaga																				
			Ranchi																				
			Silli																				
			Palkot							0·02													
			Bano																				
			Tamar																				
			Kurdeg																				
			Chainpur																				
			Sirguja																				
			Jashpur																				
			Gangpur																				
		Palamau	Palamau (*Daltonganj*)																				
			Balumath																				
			Husainabad																				
			Garhwa																				
			Mahuadanr																				
			Panki																				
			Latehar																				
			Nagarutari																				
			Ranka																				
			Chattarpur																				
		Manbhum	Purulia																				
			Gobindpur																				
			Raghunathpur																				
			Barahabhum																				
			Jhalda																				
			Chas																				
			Pandra																				
		Singhbhum	Chaibassa																				
			Chakradharpur																				
			Ghatsila																				
			Baharagura																				
			Goilkera																				
			Kalikapur																				
			Manoharpur																				
			Kaibari																				
			Seraikella																				
			Kharswan																				
		Orissa Tributary Mahals	Keonjhar																				
			Anandpur																				
			Kunjabongarh																				
		Angul	Angul																				
			Bisaipara																				
			Pal Lahara																				
			Talchar																				
			Dhenkanal																				
			Baisinga																				
			Baramba																				
			Narsingpur																				
			Chhindipada																				

in Bengal in December 1900—*concluded*

21	22	23	24	25	26	27	28	29	30	31	Number of rainy days.	Average number of rainy days	Total rainfall for the month.	Average rainfall for the month	Heaviest rainfall during the month	Total rainfall from 16th Oct. 1900 up to 31st Dec 1900	Average rainfall from 16th Oct up to 31st Dec	Station	District	Division	Meteorological Division.
					0 08		0 05			0 45	1	0 31	0 58	0 13	0 45	0 58	1 65	Pachamba (*Giridih*)	Hazaribagh	Chota Nagpur	CHOTA NAGPUR
							0 56			0 48	2	0 46	1 06	0 22	0 58	1·06	1 77	Hazaribagh			
				0 06						1 02	1	0 36	1 08	0 21	1 02	1 08	1 42	*Barhi*			
					0 10		0·03			1 15	2	0 27	1·28	0 23	1 15	1 28	1 47	Chatra			
												0 15		0 11			1 38	Kharagdeha			
												0 27		0 21			2 50	Ramgar			
							0·43			0 06	1	0·33	0 49	0 27	0 43	0 40	2 18	Lohardaga	Ranchi		
					0·02	0 24	0 09	0 03			1	0 42	0 38	0 21	0 24	0 38	1 80	Ranchi			
							0 09				Nil	0 20	0·09	0 21	0 09	0 09	0 91	Silli			
					0 20		0 65				2	?	0 87	?	0 65	0 87	?	*Palkot*			
						0 80	0 05				1	?	0 85	?	0 80	0 85	?	*Bano*			
												?		?			?	*Tamar*			
							1 50	0 07			1	?	1 57	?	1 50	1 57	?	*Kurdeg*			
												?		?			?	*Chainpur*			
						1 50				1 00	2	0 47	2 50	0 29	1 50	2 50	1·92	Sirguja			
				0 40		0 75	0·03			0 3[illegible]	3	0 50	1 55	0 33	0 75	1 55	3 32	Jashpur			
									0 80	1 07	2	0 64	1 87	0 18	1 07	1 87	2 18	Gangpur			
				0 60	0 10		0 01			0 85	3	0 42	1 56	0 21	0 85	1 56	1 52	Palamau (*Daltonganj*)	Palamau		
								0 30	1 10	1 02	3	0 36	2 42	0 31	1 10	2 42	2 19	Balumath			
				0 80						1 40	2	0 27	2·20	0 2[illegible]	1 40	2 20	1 56	Hussainabad			
				0 40			0 12			0 08	3	0·27	1 53	0 21	0 92	1 53	1 43	Garhwa			
					0 45		0·96		0 06	0 09	2	?	1 58	?	0 98	1 58	?	*Mahuadanr*			
										0 71	1	?	0 71	?	0 71	0 71	?	*Panki.*			
									0 20	2 50	2	?	2 70	?	2 50	2 70	?	*Latehar*			
				1 35	0 10		0·06			0 94	3	?	2 45	?	1 35	2 45	?	*Nagarutari*			
				0 60	0·05		0 20	0 05		1 10	3	?	2 00	?	1 10	2 00	?	*Ranka*			
			0·32	0 13					0 90	1 86	4	?	3 21	?	1 86	3 21	?	*Chatterpur*			
						0·01	0 07	0 19			1	0·31	0 27	0 17			1 55	Purulia	Manbhum		
								0 05		0 07	Nil	0·38	0 12	0 15	0 07	0 12	1 63	Gobindpur			
								0 10			1	0 18	0 10	0 11	0 10	0 10	1 35	Raghunathpur			
						0 05	0 05				Nil	0·27	0 10	0 18	0 05	0 10	1 79	Barahabhum.			
							0·08				Nil	0 18	0·08	0 20	0 08	0 08	1 19	Jhalda			
											Nil	0 18	Nil	0 16	Nil	Nil	1 58	Chas			
							0 03			0 02	Nil	?	0·05	?	0 03	0 05	?	*Pandra.*			
					0 05		0 16	0 05			1	0 65	0·26	0 28	0 16	0 26	1·95	Chaibassa	Singhbhum		
												0·27		0 29			2·08	Chakradharpur			
											Nil	0 36	Nil	0 28	Nil	Nil	2 31	Ghatsila			
											Nil	0 18	Nil	0 25	Nil	Nil	2 31	Baharagura.			
						0 50	0 46				2	?	0·96	?	0 50	0 96	?	*Gailkura*			
											Nil	?	Nil	?	Nil	Nil	?	*Kalikapur*			
												?		?			?	*Monahorpur*			
							0 50				1	?	0 50	?	0 50	0 50	?	*Katbari*			
								0 04			Nil	?	0 04	?	0 04	0 04	?	*Seraikilla*			
												?		?			?	*Kharswan.*			
						0 57	0 37				2	0 50	0 94	0·21	0 57	1 04	2 78	Keonjhar	Orissa Tributary Mahals		
											Nil	?	Nil	?	Nil	2 15	?	*Anandpur*			
											Nil	0·27	Nil	0 13	Nil	Nil	3 72	Kunjabong			
											Nil	0 67	Nil	0 41	Nil	Nil	3 39	Angul	Angul		
											Nil	0 53	Nil	0 32	Nil	0·10	3 57	Bissipara.			
							0 12				1	?	0 12	?	0 12	0 68	?	Pal Lahara			
											Nil	0 27	Nil	0·24	Nil	Nil	2 40	Talcher			
											Nil	0 71	Nil	0 34	Nil	Nil	3 33	Dhenkanal.			
											Nil	?	Nil	?	Nil	0 04	?	*Baisinga*			
											Nil	?	Nil	?	Nil	Nil	?	*Baramba.*			
											Nil	0 20	Nil	0 07	Nil	Nil	3 53	Narsingpur			
												?		?			?	Chhindipada			

SUMMARY OF THE METEOROLOGICAL AND RAINFALL OBSERVATIONS TAKEN IN BENGAL, AND OF THE METEOROLOGICAL OBSERVATIONS TAKEN IN ASSAM, FOR THE MONTH OF DECEMBER 1900

WEATHER during December was more settled than usual over the south of the Bay, where no cyclonic disturbance occurred Strong winds generally prevailed on the Madras coast and there was a considerable increase of strength on the coast of the Circars about the middle of the month, followed by heavier rainfall in the south North-East monsoon conditions were less marked than usual, the withdrawal of the monsoon from the Bay area being earlier than usual

Accompanying this relatively settled state of the weather in the south of the Bay, fine weather was uninterrupted over the Province and the north of the Bay during the greater part of the month Temperature was generally higher than usual, but otherwise nothing exceptional was observed, pressure undergoing the usual oscillations, sometimes moderate in amount, and winds being northerly or north-westerly except in Bihar and North Bengal, where greater irregularity occurred These conditions prevailed till the end of the third week, when the first cold season disturbance began to affect weather over the Province From about the 25th till the end of the month showers, more or less general and at times heavy, were falling in places, the larger proportion occurring in the Western districts, where considerably more than the normal amount for the season was received The fall in Bihar and Chota Nagpur was four times the usual amount In other divisions, with the exception of South-West Bengal where the fall was about normal, very little rain fell

The cause of the rainfall towards the end of the month was probably the usual shallow depression moving from the west, but the changes of pressure differed from those characteristic of settled weather, only in being somewhat more irregular, and the variation from the normal was very small throughout the period of disturbance The changes of temperature following the disturbance began in North Bengal, where rain first fell, and from there extended westward and southward, showing that, as is not unusual, a change began in the north-east, which checked the advancing disturbance, so that the heaviest rainfall was in the Western districts

At the beginning of the month pressure was normal over the Bay and in slight defect over the Province Northerly winds prevailed at coast station, but inland, owing to the more uniform distribution of pressure, winds were light and irregular, Temperature was high in the Western and low in the Eastern districts by amounts generally about 2° There was very little change till the 4th, when a brisk fall of pressure occurred over the Province and the north of the Bay, after which the distribution was still more uniform and winds became westerly or south-westerly in Bengal This arrangement of pressure and winds continued till the 7th, when pressure began to recover and by the 8th had become in moderate excess For some days pressure steadily increased, but as barometric readings remained low in Bihar relatively to other parts of the Province, the southerly winds continued in the Western districts, with a perceptible increase of temperature over the whole land area On the 12th pressure was more than 1 inch in excess in Bengal and on the west coast of the Bay, and the temperature excess varied from 6° in Chota Nagpur to 2° in East and North Bengal and Assam

On the 15th pressure began to fall, the gradient became more normal and the area of high temperature was transferred from the Western to the Eastern districts These conditions continued till the 19th, when a rapid fall of pressure occurred in Bengal It continued more slowly on the 20th, and was followed by a rapid recovery on the 21st The general weather conditions remained unchanged during the the most rapid variations of pressure, which occurred throughout the month Winds were lighter and less regular, while pressure was lowest, but temperature was uniformly high at all stations

There was little change till the 24th, when signs appeared of the first cold season disturbance Pressure fell moderately in the west of Bihar, and winds were irregularly cyclonic in that area The slight depression was better defined on the 25th, and weather was more generally disturbed, as rainfall in moderate amount fell on that date in Bihar, Chota Nagpur and part of North Bengal, while the sky was more or less heavily clouded over the whole area Following this rainfall a change of temperature began in North Bengal It was most marked at Darjeeling and Jalpaiguri on the 26th, and on subsequent days extended over the greater part of the northern half of the Province Pressure changes continued irregular till the 28th, and weather remained slightly disturbed, as shown by the clouded skies and the scattered rainfall in Chota Nagpur and South-West Bengal

After a moderate increase of pressure on the 29th and 30th, it again fell rapidly on the 31st,—a change which was accompanied by general and in places heavy rainfall in Bihar and Chota Nagpur The heaviest falls were in Manbhum and Palamau, in a number of cases exceeding 1 inch

Pressure oscillations, though at times of considerable amount, were regular during the greater part of the month During the last week two shallow depressions approached the Western districts, causing irregular and at times rapid changes of pressure The variation from the normal was never more than moderate, and was most frequently above the normal In consequence, mean pressure for the month is in excess except in the west of Bihar, where

it is practically normal. The greatest excess is ·03 inch in the Central districts and the east of Chota Nagpur, while in Orissa and the Eastern districts it is ·02 inch or less

Temperature was at times largely above the normal, at first in the Western districts, but later in the east. At other times there was a uniform though smaller excess over the whole Province. Mean temperature was below the normal in the Eastern districts during the early part of the month, and in the north towards the end On an average for the whole month maximum temperature is everywhere above the normal, excess varying from 3° in the west to 2° in the north-east Mean minimum temperature is in excess except at a few stations in the west, the greatest excess being 5° in part of Orissa and Chota Nagpur

The average excess for Orissa and Chota Nagpur is 3° 6, for South-West Bengal 2° 5, East Bengal and Bihar about 2° and for North Bengal and Assam a little over 1°.

Rainfall was entirely absent until towards the end of the month, when weather became disturbed in the Western districts A few showers fell in North Bengal on the 21st, but most of the falls occurred on the 25th and 31st, with scattered showers on intermediate days in the South-Western districts Chota Nagpur and Bihar received ·85 and ·48 inch, respectively, in each case, about four times the normal amount for the month In South-West Bengal practically the usual amount fell. In other divisions there was only a small fraction of the usual amount.

The following table gives the average rainfall for each division month by month throughout the year, expressed as a percentage of the normal fall for each month. It will be seen that Orissa has received 21 per cent more than the normal, South-West Bengal 11, and Chota Nagpur 5, and that North Bengal, East Bengal and Bihar have received respectively 16, 10 and 2 per cent less than the average —

METEOROLOGICAL DIVISIONS.	January	February	March.	April.	May.	June	July	August	September	October	November.	December	Actual rainfall of the year 1900 expressed as a percentage of the normal fall for the period.
South-West Bengal ...	60	140	26	166	88	84	79	91	280	41	1	73	111
North Bengal ...	72	117	61	64	78	105	122	47	76	36	Nil	20	84
East Bengal ...	9	184	98	84	62	117	113	73	92	40	23	4	90
Bihar ...	338	88	4	49	80	180	96	61	127	81	Nil	400	98
Orissa ...	6	82	117	157	89	83	99	174	165	116	8	3	121
Chota Nagpur ...	426	60	21	388	82	92	61	99	194	62	Nil	405	105

The following table gives the summary of the temperature and rainfall data of each of the seven meteorological divisions of the Province for the month of December 1900.—

METEOROLOGICAL DIVISIONS	TEMPERATURE						RAINFALL							
	Highest observed during month	Lowest observed during month	Averages for month.			Average mean of month above or below normal mean of month	Of month			Rainy days			Since 16th October 1900.	
			Of highest of each day	Of lowest of each day	Of mean for each day		Average	Normal average	Variation	Average number in month.	Normal average number in month	Variation	Average.	Normal average.
South-West Bengal ...	86·2	51 1	80 1	57 6	68 9	+2·5	0 11	0 15	—0 04	0·33	0·28	+0 05	0 17	2·57
North Bengal ...	83 4	39 8	77·8	53 2	65 5	+1 1	0 02	0 10	—0·08	0·06	0·24	—0 18	0 02	1·79
East Bengal ...	86 5	47 8	80 5	56·2	68 4	+1·8	0 01	0 27	—0·26	0 02	0 40	—0·38	0 89	2·81
Bihar ...	88·3	41·9	76·4	53·0	64·7	+1·8	0 48	0 12	+0·36	0·95	0 25	+0·70	0·48	1·34
Orissa ...	87·9	58 5	82 5	63 8	72·6	+3·6	0·01	0 31	—0·30	0·05	0·52	—0·47	1 67	5 11
Chota Nagpur* ...	86 8	47·2	76 3	55 4	65 9	+3 6	0 85	0 21	+0·64	1 26	0 30	+0·96	0·85	1·70
Assam ...	86·7	46·9	77 0	54·9	66·0	+1 4								

* Daltonganj and Purulia not included

METEOROLOGICAL OFFICE, BENGAL,
The 15th January 1901.

C. LITTLE,
Meteorological Reporter to the Govt. of Bengal.

Divisions.	Districts.	Population under registration	Births: Number registered	Births: Ratio per 1,000 of population per annum	Cholera: Number registered	Cholera: Ratio per 1,000 of population per annum	Small pox: Number registered	Small pox: Ratio per 1,000 of population per annum	Fever: Number registered	Fever: Ratio per 1,000 of population per annum	Dysentery and Diarrhœa: Number registered	Dysentery and Diarrhœa: Ratio per 1,000 of population per annum	Injury: Number registered	Injury: Ratio per 1,000 of population per annum	Other causes: Number registered	Other causes: Ratio per 1,000 of population per annum	Total of all causes: Number registered	Total of all causes: Ratio per 1,000 of population per annum	Average of corresponding month of previous five years: Number registered	Average of corresponding month of previous five years: Ratio per 1,000 of population per annum	Remarks.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Burdwan	Burdwan	[illegible]	[illegible]	36 72	307	3 12	1	·02	[illegible]	33 60	133	1 08	21	12	92[illegible]	7 92	5 957	46 08	3,[illegible]17	31·08	
	Birbhum	[illegible]	[illegible]	40 44	227	3 36		—	1 3[illegible]	19 92	18	26	11	16	[illegible]	6 72	[illegible]	30 48	1 7[illegible]	27 00	
	Bankura	1 00[illegible]	[illegible]	34 44	10	10	15	12	[illegible]	19 80	19	12	14	12	717	5 76	2 450	26 98	[illegible]	21 96	
	Midnapore	[illegible]	[illegible]	36 84	271	1 24	31	13	[illegible]	22 92	171	79	31	12	1 406	6 36	[illegible]	31 68	6 745	30 96	
	Hooghly including Serampore	[illegible]	2,9[illegible]	34 38	124	1 32	7	07	[illegible]	32 04	[illegible]	2 28	[illegible]	36	507	6 48	3 707	42 96	3 877	41 40	
	Howrah	[illegible]	4 761	43 32	[illegible]	4 32	14	12	1 31[illegible]	20 64	374	5 76	31	48	[illegible]	10 68	[illegible]	43·36	[illegible]	36 48	
Presidency	24-Parganas	[illegible]	[illegible]	39 72	[illegible]	1 92	5	12	4 115	26·04	[illegible]	96	[illegible]	60	[illegible]	5 04	[illegible]	33 04	[illegible]	31 44	
	Calcutta	[illegible]	[illegible]	19 08	[illegible]	2 04	[illegible]	36	[illegible]	16 32	[illegible]	7 20	[illegible]	96	1 9[illegible]1	[illegible]	[illegible]	49 32	2,[illegible]49	36 72	
	Nadia	[illegible]	[illegible]	43 50	[illegible]	18 54		01	[illegible]	45 24	14	12	[illegible]	24	634	4 56	[illegible]	69 24	6,1[illegible]	45 00	
	Murshidabad	[illegible]	[illegible]	49 20	[illegible]	7 80			[illegible]	45 84	14	14	[illegible]	12	[illegible]	5 04	6 157	59 04	[illegible]	43 92	
	Jessore	[illegible]	[illegible]	40 44	[illegible]	4 56			[illegible]	42 36	12	07	1	24	[illegible]	3 96	[illegible]	51 24	9 153	58 02	
	Khulna	1,17[illegible]	[illegible]	54 48	424	4 32			[illegible]	35 64	24	24	26	26	1 44[illegible]	14 74	3,450	55 32	[illegible]	49 56	
Rajshahi	Rajshahi	1 439 [illegible]	[illegible]	52 32	1 491	12 36			[illegible]	36 12	18	1	31	94	429	3 48	6,313	82 56	6,134	51 12	
	Dinajpur	[illegible]	5 007	40 44	318	2 52	1	·007	[illegible]	56 16	20	12	16	12	[illegible]	2 28	[illegible]	61·44	6 091	49·20	
	Jalpaiguri	[illegible]	2,107	37·08	30	48	6	09	[illegible]	46 20	27	36	11	19	[illegible]	84	[illegible]	48 36	2,343	41 28	
	Darjeeling	2[illegible]3,314	[illegible]	34 80			2	09	[illegible]	28 68	31	1 56	6	24	115	6 12	689	36 96	72[illegible]	38·88	
	Rangpur	2,065 464	7 821	42·48	[illegible]	1·68	2	01	[illegible]	35·04	27	12	[illegible]	04	143	72	6 527	37 92	[illegible] 111	47·04	
	Bogra	784,461	[illegible]	48 36	427	6 60	[illegible]	02	[illegible]	31 92	4	06	—	10	[illegible]	4 0[illegible]	[illegible]	42 96	[illegible]	42 12	
	Pabna	[illegible]	[illegible]	51 96	[illegible]	7 56			[illegible]	[illegible]	[illegible]	48		[illegible]	1	1 32	[illegible]	44 88	[illegible]	52 20	
Dacca	Dacca	[illegible]	1	64 80	1	14 76	[illegible]	01		[illegible]		2 88	1	[illegible]	[illegible]	10 [illegible]	[illegible]	61 68	[illegible]	50 52	
	Mymensingh	[illegible]		55 16	[illegible]	[illegible]		0[illegible]	[illegible]	[illegible]	[illegible]	84	[illegible]	[illegible]	[illegible]	5 40	[illegible]	47 04	11 6[illegible]	40 20	
	Faridpur	[illegible]	[illegible]	50 28	[illegible]	11 10	[illegible]	04	[illegible]	44 28	[illegible]	60	21	[illegible]	1 127	7 32	473	63 96	8,71[illegible]	57 24	
	Backergunge	[illegible]	[illegible]	59 88	[illegible]	3 09	[illegible]	03	5 124	30 21	[illegible]	12	[illegible]	36	[illegible]	14 97	[illegible]	48 84	9 1[illegible]	50 76	
Chittagong	Tippera	1 752,[illegible]	[illegible]	63 48	[illegible]	9 96			[illegible]	25 50	[illegible]	84	[illegible]	24	1 43[illegible]	9 60	6 92[illegible]	46 56	[illegible]	33 24	
	Noakhali	[illegible]	[illegible]	55·24	550	6 48			2 747	32·64	[illegible]	36	[illegible]	60	402	4 68	[illegible]	44 88	[illegible]	40 80	
	Chittagong	1,290,167	[illegible]	36 48	143	1 52			[illegible]	29 28	[illegible]	24	37	33	181	1·68	3,54[illegible]	39 88	5 064	47 28	
	South Lushai Hills																				Not under registration.
Patna	Patna	1,772,358	6 364	43·08	113	72	14	09	[illegible]	17 88	[illegible]	7 08	63	[illegible]	2 441	16 44	6 337	42 84	4,774	39 28	
	Gaya	2,138,[illegible]	7 294	[illegible]	201	1 08	[illegible]	09	[illegible]	27 48	[illegible]	24	63	24	[illegible]	4 80	6,11[illegible]	34 20	[illegible]	39 84	
	Shahabad	[illegible]	[illegible]	40 08	14	07			[illegible]	21 00	[illegible]	04	44	24	971	5 64	[illegible]	27 09	6 027	35 04	
	Saran	2 466,025	5 701	27 72	15	·07	7	·02	[illegible]	16 30	[illegible]	3 48	[illegible]	36	[illegible]	13 08	[illegible]	33 48	[illegible]	32·76	
	Champaran	1 852,465	[illegible]	23·28			14	[illegible]	[illegible]	24 72	23	12	[illegible]	24	[illegible]	7 44	[illegible]	32·64	[illegible]	33 88	
	Muzaffarpur	2,712,5[illegible]	[illegible]	32·36	132	45	17	·07	[illegible]	24 96	[illegible]	24	[illegible]	24	[illegible]	6 36	[illegible]	32 64	[illegible]	33 96	
	Darbhanga	[illegible]	[illegible]	43 44	[illegible]	2 64	4	01	[illegible]	23 88	142	60	62	24	[illegible]	5 16	[illegible]	32 64	7,207	30 84	
Bhagalpur	Monghyr	[illegible]	[illegible]	39·60	[illegible]	72	5	02	[illegible]	34 32	119	[illegible]	44	24	[illegible]	4 80	[illegible]	40 80	[illegible]	34 44	
	Bhagalpur	[illegible]	[illegible]	40·32	1,341	7 80	[illegible]	12	[illegible]	31 68	[illegible]	19	24	12	[illegible]	4 09	[illegible]	44 28	[illegible]	40 44	
	Purnea	1 944 658	6 365	38·88	339	2 04	7	03	[illegible]	31 80	9	·04	19	10	211	1 20	[illegible]	35 40	[illegible]	43 56	
	Malda	814,919	[illegible]	48 96	611	7 44		—	[illegible]	42·24	195	1 44	14	12	[illegible]	4 44	[illegible]	56 04	[illegible]	62 28	
	Sonthal Parganas	1 733 775	[illegible]	38 28	122	72	1	006	[illegible]	18·36	[illegible]	12	[illegible]	12	258	1 68	[illegible]	21 24	[illegible]	23 28	
Orissa	Cuttack	[illegible]	[illegible]	39·12	9,154	13 32	[illegible]	1 80	[illegible]	[illegible]	[illegible]	3 24	[illegible]	48	1 591	9 84	[illegible]	45·72	4,953	36·60	
	Balasore	[illegible]	[illegible]	36 72	222	2 62	[illegible]	36	[illegible]	15 00	[illegible]	2 76	83	76	[illegible]	10 68	2 062	32 04	[illegible]	32 40	
	Puri	[illegible]	[illegible]	37 20	156	1 92	54	60	[illegible]	12 24	453	5·64	40	48	[illegible]	15 72	2,919	36 96	2,083	26 40	
	Angul and Khondmals																				Not under registration.
Chota Nagpur	Hazaribagh	[illegible]	[illegible]	29 88	13	12	[illegible]	12	[illegible]	14 76	17	12	36	36	[illegible]	3 36	[illegible]	[illegible]	3,160	32 52	
	Ranchi	[illegible]	2 467	26 16			9	05	[illegible]	10 68	[illegible]	84	[illegible]	·24	[illegible]	7 20	1,615	19 20	[illegible]	25 44	
	Palamau	[illegible]	1 354	27 12	[illegible]	45	67	1 34	1,405	28·20	15	[illegible]	23	·45	197	3 96	1,727	34·71	[illegible]	36 24	
	Manbhum	[illegible]	[illegible]	32 76	2	01	7	06	[illegible]	10·32	15	12	5	04	334	3·24	[illegible]	14 04	[illegible]	19 08	
	Singhbhum	[illegible]	1 359	29 88	60	1·20	1	01	917	20 16	6	12	2	·60	[illegible]	2 16	[illegible]	24 36	941	18 48	
	Total	[illegible]	[illegible]	42 72	[illegible]	4 50	763	12	[illegible]	28 32	[illegible]	1 08	1 637	24	39,220	6·60	343,130	61 04	[illegible]	38 40	
	Average of corresponding month of previous five years	—	367,348	45 12	14,070	2·28	513	·08	171 032	28 80	3,937	·60	3 084	48	35,384	5 88	228,050	58·40			
	Difference + or —	.. ..	—14,210	—2·40	+13,[illegible]	+2 28	+2[illegible]	+ 04	—3 2[illegible]	— 48	+2 716	+ 48	—1 447	24	+3,836	+ 72	+15,070	+2·64			

OFFICE OF SANITARY COMMISSIONER FOR BENGAL,
The 12th January 1901.

H. J. DYSON, *Major*, I.M.S., F.R.C.S.,
Sanitary Commissioner for Bengal.

Vital Statistics of Towns in Bengal with a population of 20,000 and over during the month of November 1900

Districts.		Towns.	Population under registration	Births: Number registered	Births: Ratio per 1,000 of population per annum	Deaths: Cholera: Number registered	Cholera: Ratio per 1,000 of population per annum	Small-pox: Number registered	Small-pox: Ratio per 1,000 of population per annum	Fever: Number registered	Fever: Ratio per 1,000 of population per annum	Dysentery and Diarrhœa: Number registered	Dysentery and Diarrhœa: Ratio per 1,000 of population per annum	Injury: Number registered	Injury: Ratio per 1,000 of population per annum	Other causes: Number registered	Other causes: Ratio per 1,000 of population per annum	Total of all causes: Number registered	Total of all causes: Ratio per 1,000 of population per annum	Average of corresponding month of previous five years: Number registered	Average: Ratio per 1,000 of population per annum	Remarks.
1		2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Burdwan	1	Burdwan	34,477	59	20·52	10	3·48			100	34·80	25	8·64	1	·24	26	9·00	162	56·28	139	48·36	
Midnapore	2	Midnapore	33,[illegible]	[illegible]	26·80	1	·36			[illegible]	29·74	18	6·68	1	·36	2[illegible]	9·66	128	46·86	118	43·80	
Hooghly	3	Hooghly and Chinsura	33,[illegible]	75	27·12	3	1·08	1	·36	[illegible]	[illegible]·80	19	6·84			[illegible]	10·44	115	41·64	13[illegible]	50·40	
	4	Serampore	[illegible]	103	34·32	[illegible]	1·[illegible]2	3	·96	7[illegible]	23·9[illegible]	51	16·68	3	·96	14	4·56	15[illegible]	50·64	155	61·68	
Howrah	5	Howrah	1[illegible]	4[illegible]1	42·[illegible]4		2·52	3	·24	31[illegible]	3[illegible]·40	130	13·92	2	·12	1[illegible]	19·56	672	69·1[illegible]	430	45·12	
24-Parganas	6	Cossipore-Chitpur	41,[illegible]	[illegible]	19·[illegible]0	[illegible]	[illegible]·36			35	13·[illegible]2	6	2·28	1	·36	6	2·28	5[illegible]	21·72	45	17·16	
	7	Maniktala	[illegible]	44	1[illegible]·96	[illegible]	1·80			[illegible]	10·20	1	·36			15	5·40	4[illegible]	17·88	36	13·08	
	8	Barnagore	[illegible]	[illegible]	36·36	31	19·20	1	·48	[illegible]	34·80	3	11·88	3	1·56	[illegible]	2·40	1[illegible]	71·88	125	65·04	
	9	South Suburban	[illegible]	[illegible]	24·72	1	·84			[illegible]	20·04	[illegible]	4·[illegible]0				1·32	93	26·64	1[illegible]1	46·90	
	10	Garden Reach	2[illegible]		21·48					[illegible]	37·32	[illegible]	·84			4	1·68	[illegible]	39·96	Data not available		
	11	South Barrackpore including Titagarh Municipality	[illegible]		19·80	3	·96			[illegible]	[illegible]·80	1[illegible]	3·36			5	2·64	[illegible]	29·88	48	32·88	
	12	Naihati	20,[illegible]	[illegible]0	41·88			[illegible]	1·08	63	25·32	9	5·28	2	1·08	16	10·68	94	56·28	110	65·76	
Calcutta	13	Calcutta	6[illegible]	1,0[illegible]3	19·09	1[illegible]	2·04	27	·36	228	16·32	4[illegible]	7·80	61	·96	1,861	22·90	2,806	49·32	2,0[illegible]	36·7[illegible]	
Nadia	14	Krishnagar	25,[illegible]	[illegible]	16·93	1[illegible]	5·64			41	19·98	5	2·28	1	·36			80	37·73	91	38·04	
	15	Santipur	3[illegible],437	64	25·23	1[illegible]	7·44			94	37·84	2	·72			23	9·06	140	55·08	132	51·96	
Murshidabad	16	Berhampore	23,51[illegible]	56	28·56	114	58·08			[illegible]	40·80	3	1·44	1	·48	20	10·20	218	111·24	93	46·9[illegible]	
Rajshahi	17	Rampur Boalia	21,[illegible]	71	39·72	21	11·76			61	34·08	2	1·08			2	1·08	86	48·12	80	44·76	
Pabna	18	Sirajganj	[illegible]	[illegible]	31·94	1	5·64			[illegible]	14·10	2	·96			1	·48	42	21·60	[illegible]	29·88	
Dacca	19	Dacca	[illegible]3		3[illegible]·1[illegible]		1[illegible]·5[illegible]			191	27·72	[illegible]	6·24	1	·12	115	16·63	[illegible]	66·21	5[illegible]	54·60	
Chittagong	20	[illegible]			[illegible]·11		[illegible]·11			[illegible]	[illegible]	1	·48				4·9[illegible]	[illegible]	41·[illegible]	33	16·44	
	21	[illegible]		4	[illegible]	[illegible]	[illegible]·48			7[illegible]	[illegible]·04	[illegible]	15·00	[illegible]	·60	[illegible]	20·72	1[illegible]	99·88	[illegible]	36·96	
Patna	[illegible]	[illegible]	[illegible]	1	[illegible]	[illegible]	·48	1	·24	[illegible]	[illegible]·08	[illegible]	8·76			4	11·[illegible]8	14[illegible]	56·96	12[illegible]	30·84	
	[illegible]	[illegible]	4[illegible]	1	[illegible]·04	[illegible]	2·16			115	50·96	[illegible]	5·40	3	·48	1[illegible]	27·00	[illegible]	66·12	1[illegible]	29·16	
Gaya	24	Gaya	[illegible]	1	26·40	[illegible]	2·5[illegible]	1	·12	14[illegible]	213·00	[illegible]	5·76	[illegible]	·84	9[illegible]	14·40	1[illegible]	236·58	3[illegible]	45·60	
Shahabad	25	Arrah	[illegible]		24·[illegible]4					[illegible]	19·7[illegible]	2	·48			11	2·76	63	16·08	6[illegible]	16·80	
	26	Sasaram	[illegible]	[illegible]	43·5[illegible]					[illegible]3	27·96	3	1·56	2	·96	11	5·76	69	36·56	8[illegible]	30·60	
Saran	27	Chapra	5[illegible]	[illegible]1	23·42	1	·12			101	83·80	35	7·32	4	·60	[illegible]	16·[illegible]2	[illegible]	108·56	1[illegible]1	27·36	
Champaran	28	Bettiah	[illegible]	8	43·72					63	33·12	2	·96			3[illegible]	15·[illegible]2	95	50·04	66	34·68	
Muzaffarpur	29	Muzaffarpur	4[illegible]	1[illegible]3	39·72					48	10·44	4	·96	1	·24	34	8·28	[illegible]2	19·92	1[illegible]2	52·16	
	30	Hajipur	2[illegible]7	[illegible]	48·00					34	18·96	3	1·08	1	·48	42	23·40	[illegible]9	44·04	6[illegible]	36·24	
Darbhanga	31	Darbhanga	7[illegible]1	[illegible]	37·32	1	·12			9[illegible]	15·96	[illegible]	1·06	3	·48	[illegible]3	11·83	1[illegible]2	29·64	2[illegible]1	42·48	
Monghyr	32	Monghyr		[illegible]	43·44	11	2·28			143	30·00	49	10·05	4	·84	14	30·24	3[illegible]9	73·86	1[illegible]7	37·20	
Bhagalpur	33	Bhagalpur	[illegible]	4[illegible]	48·84	3	5·64	20	3·36	[illegible]7	27·24	12	2·04			3[illegible]	6·00	2[illegible]7	44·58	22[illegible]	39·00	
Cuttack	34	Cuttack	4[illegible]1	11[illegible]	30·00		1·20			6[illegible]	15·24	1[illegible]	4·66	1	·24	30	9·84	133	31·20	107	27·12	
Balasore	35	Balasore	2[illegible]	[illegible]	30·00	[illegible]	1·08			20	11·52	9	1·08			13	7·44	37	21·36	[illegible]0	28·80	
Puri	36	Puri	[illegible]	[illegible]	29·44	13	5·40			46	19·08	34	14·16			55	22·80	148	61·56	113	46·56	
Ranchi	37	Ranchi	[illegible]	[illegible]	21·24					13	7·68	1	·48			6	3·48	20	11·76	56	21·94	
		Total of all towns with a population of 20,000 and over	2,[illegible],223	413	28·80	[illegible]	3·48	9	·24	[illegible],046	34·16	1,2[illegible]3	6·60	109	·49	2,[illegible]	15·24	11,012	58·56	7,069	37·86	
		Average of the corresponding month of previous five years		[illegible]	29·26	487	2·52	1[illegible]	·67	3,[illegible]	19·08	834	4·44	88	·36	2,0[illegible]2	10·92	7,069	37·86	...		
		Difference + or −		[illegible]	− ·48	+17[illegible]	+ ·96	+44	+ ·17	+[illegible]	+15·08	+419	+2·16	+21	+ ·12	−[illegible]	+4·32	+3,[illegible]	+21·00			

OFFICE OF SANITARY COMMISSIONER FOR BENGAL,
The 12th January 1901.

H. J. DYSON, *Major*, I.M.S., F.R.C.S.,
Sanitary Commissioner for Bengal.

Supplementary Vital Statistics for October 1900, received too late for publication with the figures of that month on the 8th December 1900.

Division.	District	Population under registration	Births: Number registered	Births: Ratio per 1 000 of population per annum	Cholera: Number registered	Cholera: Ratio per 1 000 of population per annum	Small-pox: Number registered	Small-pox: Ratio per 1 000 of population per annum	Fever: Number registered	Fever: Ratio per 1 000 of population per annum	Dysentery and Diarrhoea: Number registered	Dysentery and Diarrhoea: Ratio per 1 000 of population per annum	Injury: Number registered	Injury: Ratio per 1 000 of population per annum	Other causes: Number registered	Other causes: Ratio per 1 000 of population per annum	Total of all causes: Number registered	Total of all causes: Ratio per 1 000 of population per annum	Average of corresponding month of previous five years: Number registered	Average of corresponding month of previous five years: Ratio per 1 000 of population per annum
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Burdwan ..	Burdwan	1,391,886	4,735	40·80	83	·60	2	·01	3,598	30 36	100	·84	44	36	898	7·68	4,683	40 08	3,088	26 16
	Total for the whole Province	71 969 617	280 966	47 40	14 846	2·40	808	12	174,281	29 40	6,790	1 08	3 256	48	43,353	7 32	243 334	41·04	192,984	32·59
	Average of corresponding month of previous five years		248 957	42·00	7 337	1 20	364	06	145 814	24 60	3 32	60	3 261	48	32 426	5 40	1°° 934	32 52		
	Difference + or − ..		+32 009	+5 40	+7,509	+1 20	+444	+·06	+28 467	+4 80	+3,058	+ 48	−5	Equal	+10 927	+1 92	+50 400	+8 52	...	...
District.	*Town.*																			
Burdwan	Burdwan	34,677	55	19·08	3	·96	..		61	21 12	20	6·96	4	1 32	25	8·64	113	39·24	101	35·04
	Total of all towns with a population of 20 000 and over	2,262,233	5,281	28·08	611	3·24	34	19	4,535	24 12	1,087	5·76	114	60	2,762	14 64	9,143	48·60	6,673	35 52
	Average of corresponding month of previous five years.	...	5,508	29·28	406	2·16	10	·04	3,411	18 12	764	3·96	110	·48	1,972	10 44	6,673	35·52	..	...
	Difference + or −	..	−227	−1 20	+205	+1·08	+24	+·08	+1 124	+6·00	+323	+1 80	+4	+ 12	+790	+4 20	+2 470	+13 08		...

OFFICE OF SANITARY COMMISSIONER, FOR BENGAL,
The 12th January 1901.

H. J. DYSON, *Major,* I.M.S., F.R.C.S.,
Sanitary Commissioner for Bengal.

IRRIGATION DEPARTMENT, BENGAL.

IRRIGATION OPERATIONS FOR THE OFFICIAL YEAR 1900-1901

Areas leased for Irrigation up to end of November 1900

Circle	District.	Canal.	Estimated full discharge.	Average discharge in month.	Discharge utilised	Approximate area of land irrigated during the year up to the end of the month	Approximate area of land under irrigation up to the same date last year	Details of areas leased								Rainfall, 1900-1901.		Rainfall, 1899-1900		Remarks.
								Long term leases	Season leases.						Grand Total	During month	Up to end of month.	During month	Up to end of month.	
									Kharif	Rabi	Sugarcane	Bhadoi	Hot-weather.	Total						
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
			C. ft.	C. ft.	C. ft	Acres.	Acres	Acres	Acres	Acres	Acres	Acres.	Acres.	Acres.	Acres.	Inches	Inches	Inches.	Inches.	
ORISSA	Cuttack	Tal-danda, 1st reach	1,848	657	43	18,309	18 231	18 186	123			.. ..	..	123	18,309	0 00	68·50	0·00	55 51	Kulsai.
		Ditto, 2nd „	866	209																
		Machgaon	766	448	280	37,156	36 094	36,885	2 1		..	..	..	271	37 156	0 00 0·00	59 58 60 91	0 00 0·00	38 64 42 96	Balia. Jagatsingpur
		Kendrapara ..	1 067	906	378	52 784	52,820	49 181	3 582	21				3 603	52 784	0 25 0 00	55 78 74 38	0 00 0·00	56 14 66·16	Kendupatna. Marsaghai.
		Gobri	373	94	74	3 744	3 749	3 744	..	..			..		3 744	0·00	61 97	0·00	53 22	Kendrapara.
		Do Extension	646	69	46	3,330	3,457	3,330	...						3,330	0 00	85 12	0·00	51 59	Ichapur
		Patamundi	985	192	122	15,620	14 731	14 760	860					860	15 620	0 04	66 33	0 00	57 41	Nurtang
		High Level, Range I ..	606	285	102	22,583	22 894	22 576		...	7			7	22,583	0·18	83 62	0·00	56 06	Janapur
		Ditto, do. II	727	39	18	3 258	3 046	2,937	321		...			321	3 258	No gauge.				
	Balasore	Jajpur Canal including Dudhai Channel	700	161	95	10 006	10 863	9 796	124	..	70		..	194	9,990	0 10	75 15	0·00	53 46	Jajpur
		High Level, Range III	787	200	74	31 523	30 948	30 483		201	443		...	644	31 127	0·02	86 11	0 00	56 03	Akhoyapada
		Total				198 316	196 816	191 678	5 281	222	520			6,023	197,901					
		Total of the corresponding period of last year						169 514	23,005	1	203	3,618	234	27 061	196,575					
SOUTH WESTERN	Midnapore	Midnapore	1 411	370·9 (a)	336·01	70 469	62 136	61 855	8,561					8 561	70,416	0 00	63 15	0·00	65 49	(a) 29 days discharging
		Panchkura	522	58 41 (b)	49 22	9,019	2,404	7,749	1 275			..		1 275	9 024	0·00	60 34	0 00	74 89	(b) 27 „ „
	Howrah	Tidal Reaches, Ranges I & II				1,635	171	1,467	168					168	1 635	0·00	66·27			
		Total ..				81 123†	64 720	71,071	10,004*	..	...			10 004	81 075					
		Total of the corresponding period of last year						70 368	...	..					70 368		..			
SONE	Shahabad	Western Main ...	4,842	3 493	373	30 589	24,720	12,966	6,623	4 409			370	11 402	24,368	0 00	30·91	0 00	46·29	
		Buxar	1 226	665	129	88 707	97 246	64,907	16 945	8,139			2,648	27 725	92 632					
		Arrah	2,000	2,382	615	165 368	180 757	135,786	13 460	9,699		..	10,786	33 945	169 631	0·00	35·84	0·00	50·68	
	Patna and Gaya.	Eastern Main	1 466	1 402	205	2 907	3 256	1 923	865	33		...		898	2 821	0·00	42 43	0 00	51 16	
		Patna ..				84 431	83,674	62 339	16,396	1 893			1 273	19 252	81 591					
		Total				362 042	389 653	277 871	54,277	23,873			15 072	95 228	371,093					
		Total of the corresponding period of last year ..				...		272,231	42,601	51,388		..	22 009	115,998	388,229					
		GRAND TOTAL				641 481	651 189	540 830	89 502	24 095	520		15,078	109,249	650 069					
		Grand Total of the corresponding period of last year ..	..	...		...		512,113	65,606	81 389	203	3 618	22 243	143 069	655,172	..	..	..		

* This represents the area under provisional license

† Includes 218 acres irrigated by single watering and not included under column of leases

CALCUTTA,
The 15th January 1901

A H C. MACCARTHY,
Under-Secy to the Govt of Bengal

IRRIGATION DEPARTMENT, BENGAL

Statement showing heights over mean sea-level and low water in the rivers Ganges, Bhagirathi, Jalangi, and Brahmaputra for the month of November 1900, and the highest reading of each gauge over M S L since 1876

Date	Distance in miles	River Ganges — Mirzapur (From Allahabad 86)		Benares (From Allahabad 134; From Mirzapur 48)		Buxar (From Benares 90)		Dinapore (From Benares 177; From Buxar 97)		Monghyr (From Benares 28; From Dinapore 110)	
	Highest Gauge Reading	28th August 1894 253 47		20th August 1889 241 [illegible]		31st August 18[illegible] 200 63		14th August 18[illegible] 161 35		24th August 1844 12[illegible] 43	
		Height over zero of gauge	Height over mean sea-level	Height over zero of gauge	Height over mean sea-level	Height over zero of gauge	Height over mean sea-level	Height over zero of gauge	Height over mean sea level	Height over zero of gauge	Height over mean sea-level
1	2	3	4	5	6	7	8	9	10	11	12
1st		10 33	216 5[illegible]	7 89	204 [illegible]	[illegible]	17[illegible]	1[illegible] 9[illegible]	14[illegible] 1[illegible]	9 [illegible]	1[illegible]
2nd		1[illegible] 33	216 35	7 [illegible]	204 [illegible]	[illegible] 3	17[illegible]	[illegible]	146 [illegible]	[illegible] 83	111 68
3rd		10 17	216 39	7 25	204 [illegible]5	[illegible]75	17[illegible]	12 [illegible]	14[illegible] 73	9 58	111 45
4th		1[illegible] 17	216 39	7 00	203	7 58	176 03	12 33	146 53	9 58	111 43
5th		10 00	216 22	6·83	203 63	[illegible]33	176 38	12 10	146 33	9 42	111 27
6th		9·84	216 14	6·75	203 55	7 17	176 22	12 00	146 23	9 00	110 [illegible]
7th		9·83	216 06	6 67	203 47	7 08	176 13	11 73	145 93	9 00	11[illegible] 8[illegible]
8th		9 67	215 89	6 58	203 38	7 00	176 05	11 67	145 83	[illegible]	111 68
9th		9·50	215 72	6 50	203 31	6 92	175 97	11·40	145 63	8 58	11[illegible] 43
10th		9 33	215 55	6 42	203 33	6·83	175 88	11 10	145 53	8 42	110 27
11th		9·33	215 55	6 33	203 13	6 75	175 80	11 00	145 23	8 17	110 [illegible]2
12th		9 17	215 39	6·25	203 05	6 58	175 63	10·90	145 13	7 40	[illegible]09 [illegible]
13th		9·00	215 22	6 17	202·97	6 50	175 53	10 60	144 93	7 40	1[illegible] 85
14th		8·92	215 14	6 08	202 88	6 42	175 47	10 60	144 73	7 00	10[illegible]·85
15th		8 83	215 05	6 00	202 80	6 33	175 38	10 30	144 53	6 93	10[illegible] 77
16th		8·67	214 89	5 92	202 72	6 17	175 22	10·2[illegible]	144 43	6 [illegible]	10[illegible] 77
17th		8 50	214·72	5 83	203 63	6 00	175 05	10·[illegible]	144 23	6 58	109 43
18th		8 33	214 55	5 67	202 47	5 83	174 88	9 90	144 13	[illegible]	[illegible] 43
19th		8 33	214 55	5 50	202 30	5 [illegible]	174 80	9 40	144 03	6 58	1[illegible] 4[illegible]
20th		8·00	214·22	5 33	202 13	5 67	174 72	9 80	143·83	6 [illegible]3	10[illegible] 43
21st		[illegible]67	213·[illegible]	5 17	201·97	5 50	174 55	9 50	143 73	6 42	[illegible] 27
22nd		7 50	213 72	5·00	201 80	5 42	174·47	9 30	143 53	6 42	109 [illegible]7
23rd		7 33	213 55	4·92	201 [illegible]3	5 33	174 39	9 10	143 33	6 42	10[illegible] 27
24th		7 17	213 39	4 17	201 47	5 25	174 30	9 00	143 23	6 42	10[illegible] 27
25th		7 00	213 22	4 42	201·22	5 17	174 22	8 [illegible]	143 03	6 42	109 27
26th		6 67	212 89	4 [illegible]	200 97	5 08	174 14	8 60	142·83	[illegible]33	10[illegible] 18
27th		6·50	212 72	4 00	200 80	4 92	173 97	8·50	142 [illegible]3	6 33	105 18
28th		6 42	212 64	3 92	200 72	4 67	173 72	8 30	142 63	6·33	104 18
29th		6·33	212 55	3 83	200 63	4 50	173 55	8 37	142 33	6·33	10[illegible] 18
30th		6·25	212 47	3 75	200 55	4 25	173 30	8 20	142 43	6 33	105 18

Date	River Ganges — Sahibganj (From Benares 381; From Monghyr 94)		Rampur Boalia (From Benares 471; From Sahibganj 90)		Goalundo (From Benares 591; From Rampur Boalia 120)		River Bhagirathi — Berhampore		River Jalangi — Sarupganj		River Brahmaputra — Gauhati	
Highest Gauge Reading	23rd August 1879 98 2[illegible]		2[illegible]th August 1874 6[illegible]		20th August 18[illegible] 31 [illegible]2		14th August 1890 64 70		25th September 1900 [illegible]0 90		27th July 1900 17[illegible] 41	
	Height over zero of gauge	Height over mean sea level	Height over zero of gauge	Height over mean sea-level	Height over zero of gauge	Height over mean sea-level	Height over zero of gauge	Height over mean sea level	Height over zero of gauge	Height over mean sea-level	Height over zero of gauge	Height over mean sea-level
1	13	14	15	16	17	18	19	20	21	22	23	24
1st	12 17	80 17	[illegible] 14	[illegible]14	[illegible]	1[illegible] 44	9 00	43 74	11 37	15 [illegible]0	5 90	154 56
2nd	12 00	[illegible]0 00	7 85	49 55	7 33	16·27	8 75	42 48	11 00	1[illegible] 90	5 [illegible]	154 36
3rd	12 00	[illegible]	7 [illegible]	[illegible]	7 17	1[illegible] 11	8 58	42 32	10 [illegible]	1[illegible] 10	5 40	154 16
4th	11 92	79 [illegible]2	7 39	49 39	7 50	16 44	8 43	42 1[illegible]	10 [illegible]0	15 00	5 15	153 91
5th	11 83	79 [illegible]3	7 14	4[illegible] 14	6 75	1[illegible] [illegible]9	8 25	41·9[illegible]	10 70	1[illegible] 00	5 [illegible]0	153 76
6th	11 83	79 93	6 95	48 95	6 67	15 61	8 00	41 74	10 8[illegible]	15 10	4 70	153 46
7th	11 [illegible]5	79 78	6 60	[illegible]8 60	6 67	15 6[illegible]	7 83	41 57	10 80	15 10	4 [illegible]0	153 26
8th	11 67	79 67	6 45	48 46	6 67	15 61	7 67	41 41	10·70	15 00	4 35	153 11
9th	11 67	[illegible]67	6 [illegible]	48 35	6 50	15 44	7 50	41 24	10 50	14 80	4 20	152·93
10th	11 58	[illegible]9 58	6 25	48 25	6 33	15·27	7 21	40 95	1[illegible] 00	14 30	4 [illegible]5	152 81
11th	11 53	[illegible]9 5[illegible]	6 12	48 13	6 [illegible]	15·02	7 00	40 74	9 [illegible]0	13·80	3 90	152 66
12th	11 33	79 33	6 30	4[illegible] [illegible]0	[illegible]	14 [illegible]	6 79	4[illegible] 53	[illegible]	13 30	3 75	152 51
13th	11 17	79 17	5 93	47·8[illegible]	5 67	14 61	6 59	4[illegible] 38	8 59	12 [illegible]0	3 50	152 26
14th	11 00	79 00	5 [illegible]	47 [illegible]	5 42	14 36	6 12	40 16	7 9[illegible]	12·20	3 [illegible]0	152 [illegible]6
15th	10 [illegible]3	79 83	5 64	47 64	5 17	14 11	6 2[illegible]	39 49	7 50	11 80	3 20	151 96
16th	10 67	78 67	5 60	47 60	5 00	13 94	6 03	39·82	7 37	11 60	3 [illegible]	151 76
17th	10 55	7[illegible] [illegible]8	5 50	47 50	4 83	13 77	6 [illegible]	3[illegible] 58	7 10	11 40	2·90	151 66
18th	10 5[illegible]	7[illegible] 5[illegible]	5 39	4[illegible] 3[illegible]	4 7[illegible]	13 69	6 00	[illegible]9 74	7 00	11 30	2·65	151 61
19th	10 42	78 42	5 35	47 35	4 [illegible]	13 61	5 83	3[illegible] 57	7 48	11 70	2 80	151 [illegible]
20th	10 33	[illegible]8 33	5 25	4[illegible] 25	4 58	13 52	5 71	[illegible] 45	7 50	11 50	2 [illegible]0	151 46
21st	10 25	78 25	5 16	47 14	4 50	13 44	5 [illegible]	39 32	7 50	11 90	2 6[illegible]	151 [illegible]
22nd	10 08	78 08	5 04	4[illegible] [illegible]4	4 50	13 44	5 46	39·2[illegible]	7 55	11 85	2 [illegible]0	151·28
23rd	10 00	78 00	5 0[illegible]	47 00	4 42	13 [illegible]	5 37	39 11	7 65	11 85	2 35	151 11
24th	9 83	7[illegible] [illegible]3	4 8[illegible]	46 99	4 33	13 27	5·29	39·03	7 60	11·90	2 25	151·01
25th	[illegible] 75	77 7	4 79	46 [illegible]	4 33	13 27	5 21	3[illegible]·05	7 49	11 70	2 10	150 [illegible]8
26th	9 58	[illegible]	4 75	46 75	4·25	13 19	5 12	38 86	7 20	11 60	2 00	150 [illegible]6
27th	9 [illegible]	77 0	4 [illegible]	46 64	4 17	13 11	4 96	38 70	7 00	11 30	1 90	150 66
28th	9 33	[illegible] 43	4 54	46 54	4 0[illegible]	13·02	4 83	38 57	6 75	1[illegible] 05	1 10	149 86
29th	9 2[illegible]	77·35	4 [illegible]	46 50	3 [illegible]3	12·9[illegible]	4 [illegible]	35 41	6 40	10 70	[illegible] 70	14[illegible] 86
30th	9 17	77 17	4 33	46 [illegible]	3 75	12 69	4 0[illegible]	38 3[illegible]	6 10	10 40	1 [illegible]	149 82

CALCUTTA,
The 15th January 1901.

A H C MACCARTHY,
Under-Secy. to the Govt of Bengal.

(Revised.)*

IRRIGATION DEPARTMENT, BENGAL

Abstract statement showing Tollage on Canals in Bengal classed as Major Works for the month of October 1900, as compared with that of the corresponding month of the previous year.

Canals	Tollage, 1900-1901		Tollage, 1899-1900	
	During the month	To end of the month	During the month	To end of the month
1	2	3	4	5
Orissa Circle.	Rs A P	Rs A P	Rs A P	Rs A P
Taldanda Canal System	801 4 0	14,835 13 10	741 8 9	6,695 10 6
Kendrapara ditto	4,211 11 3	21,434 3 9	5,681 1 3	37,201 0 4
High Level, Range I	877 6 0	5,870 4 3	1,003 11 3	7,575 14 3
Ditto " II	172 1 9	1,561 9 0	205 10 6	1,711 14 9
Ditto " III	50 12 0	464 15 6	84 14 6	885 5 9
Jajpur Canal	42 11 0	181 15 9	18 11 9	212 9 6
Total Orissa Circle	6,159 1 9	44,353 11 1	7,735 13 0	54,312 7 1
South-Western Circle.				
Midnapore Canal	7,172 6 0	50,174 7 0	8,697 2 3	57,176 2 9
Hijili Tidal Canal	3,383 9 3	29,798 9 0	3,871 1 3	33,416 15 0
Total South-Western Circle ..	10,855 15 3	79,973 0 0	12,568 3 6	90,623 1 9
Sone Circle.				
Patna Canal System	736 4 6	8,584 13 11	4,877 15 3	28,870 7 3
Arrah ditto	688 8 9	9,621 2 9	2,545 3 3	17,996 15 6
Buxar ditto	435 5 0	6,812 9 6	1,640 1 9	9,385 1 6
Total Sone Circle	1,860 2 3	25,018 10 2	9,063 4 3	56,252 8 3
Grand Total	18,875 3 3	1,49,345 8 3	29,367 4 9	2,01,188 1 1

Government Transport Service.

Canal	Tollage, 1900-1901						Tollage, 1899-1900					
	During the month			To end of the month			During the month			To end of the month		
	Passengers	Goods	Total receipts	Passengers	Goods	Total receipts	Passengers	Goods	Total receipts	Passengers	Goods	Total receipts
1	2	3	4	5	6	7	8	9	10	11	12	13
Orissa Circle.	No	Mds	Rs A P	No	Mds	Rs A P	No	Mds	Rs A P	No	Mds	Rs A P
High Level							1,013	[illegible]	6,077 13 0	44,6[illegible]	2,881	46,9[illegible] 3 0
Total Orissa Circle						..	1,013	[illegible]	6,077 13 0	44,636	2,881	[illegible] 0

Assessed Tollage Receipts.

Canals	Earnings, 1900-1901		Earnings, 1899-1900	
	During the month	To end of the month	During the month	To end of the month
1	2	3	4	5
	Rs A P	Rs A P	Rs A P	Rs A P
Orissa Canals	6,159 1 9	44,353 11 1	13,813 10 0	1,00,657 10 1
Midnapore Canal	7,172 6 0	50,174 7 0	8,697 2 3	57,176 2 9
Hijili Tidal Canal	3,383 9 3	29,798 9 0	3,871 1 3	33,416 15 0
Sone Canals	1,860 2 3	25,018 10 2	9,063 4 3	56,252 8 3
Total ..	18,875 3 3	1,49,345 8 3	35,445 1 9	2,47,533 4 1

* This is in supersession of the statement for October 1900 which was published in page 2060 of the Supplement to the *Calcutta Gazette* of 12th December 1900.

CALCUTTA, A. H. C. MACCARTHY,

The 15th January 1901. *Under-Secy. to the Govt. of Bengal.*

IRRIGATION DEPARTMENT, BENGAL.

Abstract statement showing Tollage on Canals in Bengal classed as Major Works for the month of November 1900, as compared with that of the corresponding month of the previous year

Canals	Tollage, 1900-1901		Tollage, 1899-1900	
	During the month	To end of the month	During the month.	To end of the month
1	2	3	4	5
Orissa Circle	Rs A. P.	Rs A P.	Rs A P	Rs A P
Taldanda Canal System	613 13 6	15,449 11 4	629 10 10	7,325 5 4
Kendrapara ditto	5,066 11 9	26,500 15 6	5,783 3 2	42,984 3 6
High Level, Range I	734 0 9	6,609 5 0	321 8 9	7,897 7 0
Ditto, „ II	125 12 9	1,687 5 9	97 6 0	1,809 4 9
Ditto, „ III	28 0 3	492 15 9	35 2 0	920 7 9
Jajpur Canal	40 6 9	222 6 6	22 5 3	264 14 9
Total Orissa Circle	6,608 13 9	50,962 11 10	6,889 4 0	61,201 11 1
South-Western Circle				
Midnapore Canal	8,303 13 3	58,478 4 3	8,313 13 9	65,490 0 6
Hijili Tidal Canal	2,225 2 6	32,023 11 6	2,509 4 0	35,956 3 0
Total South-Western Circle	10,528 15 9	90,501 15 9	10,823 1 9	1,01,446 3 6
Sone Circle				
Patna Canal System	849 13 6	9,434 11 5	2,557 15 6	31,428 6 9
Arrah ditto	655 4 9	10,276 7 6	1,748 7 3	19,745 6 9
Buxar ditto	425 11 3	7,238 4 9	1,195 12 6	10,580 14 0
Total Sone Circle	1,930 13 6	26,949 7 8	5,502 3 3	61,754 11 6
Grand Total ..	19,068 11 0	1,68,414 3 3	23,214 9 0	2,24,402 10 1

Government Transport Service

Canal	Tollage, 1899-1900						Tollage 1898-99					
	During the month			To end of the month.			During the month.			To end of the month		
	Passengers.	Goods.	Total receipts	Passengers.	Goods	Total receipts.	Passengers.	Goods.	Total receipts.	Passengers	Goods.	Total receipts.
1	2	3	4	5	6	7	8	9	10	11	12	13
Orissa Circle	No	Mds	Rs A P	No.	Mds	Rs A P	No	Mds	Rs. A P	No	Mds.	Rs A P
High Level							1	...	4 8 0	44,637	2,884	46 349 11 0
Total Orissa Circle		...			...		1		4 8 0	44,637	2,884	46,349 11 0

Assessed Tollage Receipts.

Canals	Earnings, 1900-1901		Earnings, 1899-1900.	
	During the month	To end of the month	During the month.	To end of the month.
1	2	3	4	5
	Rs A P	Rs A P	Rs. A. P	Rs. A. P
Orissa Canals	6,608 13 9	50,962 11 10	6,898 12 0	1,07,551 6 1
Midnapore Canal	8,303 13 3	58 478 4 3	8,313 13 9	65,490 0 6
Hijili Tidal Canal	2,225 2 6	32,023 11 6	2,509 4 0	35,956 3 0
Sone Canals	1,930 13 6	26,949 7 8	5,502 3 3	61,754 11 6
Total	19,065 11 0	1,68,414 3 3	23,219 1 0	2,70,752 5 1

CALCUTTA,
The 15th January 1901.

A H C. MACCARTHY,
Under-Secy. to the Govt. of Bengal.

IRRIGATION DEPARTMENT, BENGAL.

Abstract Statement showing Tollage on Canals in Bengal classed as Minor Works and Navigation for the month of November 1900, as compared with that of the corresponding month of the previous year

Canals	Tollage, 1900-1901		Tollage 1899 1900	
	During the month	To end of the month	During the month	To end of the month
1	2	3	4	5
	Rs A P	Rs A P	Rs A P	Rs A P
Calcutta and Eastern Canals	35,422 5 0	1,84,470 11 0	33 418 3 9	1,92,060 8 [illegible]
Tolly's Nala	6,978 6 3	55,257 12 6	8,170 15 3	54 747 3 6
Total	42 400 11 3	2,39,728 7 6	41,589 3 0	2,46,807 11 [illegible]
Orissa Coast Canal	1 670 7 6	28,706 1 [illegible]	3,702 9 3	29,106 5 0
Nadia Rivers	9,123 6 0	82,715 4 6	6 823 14 0	88,447 4 6
Grand Total	56,191 8 9	3,51,119 13 3	52,115 10 3	3 64,361 5 3

CALCUTTA,
The 15th January 1901

A. H. C. MACCARTHY,
Under-Secy. to the Govt. of Bengal

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT

Approximate return of traffic on the Circular and Eastern Canals for the week ending Saturday the 5th January 1901, as compared with the corresponding week of the previous year

Nature of Cargo	Week ending Saturday the 5th January 1901			Week ending Saturday the 6th January 1900		
	Number of boats	Weight of cargo	Tollage	Number of boats	Weight of cargo	Tollage
	No	Mds	Rs	No	Mds	Rs
Rice and paddy	915	1 77 950	[illegible]	1 65[illegible]	1 92 050	2 9[illegible]
Jute	229	1 08 4[illegible]	1 614	104	46 [illegible]00	7[illegible]
Firewood	86	72 150	1 0[illegible]1	99	75 5[illegible]	1,141
Other articles	6[illegible]	1 [illegible]3 800	2,019	792	1,71,62[illegible]	2,[illegible]35
Total	1 908	5 12,350	7,774	2 [illegible]45	4,8[illegible],52[illegible]	7 20[illegible]

* Weight by canal measurement — [illegible] maunds

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT

Approximate Return of Traffic on the Circular and Eastern Canals for the week ending Saturday the 12th January 1901, as compared with the corresponding week of the previous year

Nature of Cargo	Week ending Saturday the 12th January 1901			Week ending Saturday the 13th January 1900		
	Number of boats	Weight of cargo	Tollage	Number of boats	Weight of cargo	Tollage
	No	Mds	Rs	No	Mds	Rs
Rice and paddy	1 00[illegible]	1 83 650	2 017	1,448	3 [illegible]4 850	5 539
Jute	185	60 025*	1 [illegible]51	[illegible]1	41[illegible] [illegible]	718
Firewood	47	29 900	182	49	45 900	685
Other articles	829	1 91,375	2 18[illegible]	858	1 75 700	2,199
Total	2 07[illegible]	4 73,950	[illegible] 931	2,416	6 00 500	9 441

* Weight by canal measurement - 6 7 maunds.

BENGAL NAGPUR RAILWAY

Abstract of principal commodities carried during the month of May 1900 as compared with the corresponding period of the previous year

Articles	1900 Up	1900 Down	1899 Up	1899 Down	Total 1900	Total 1899	Increase	Decrease
	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
I.—Apparel including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes	8	7			15		15	
II.—Coal and coke carried for the public and foreign railways	31 264	[illegible]	12 860	[illegible]	58 528	52 334	6,194	
III.—Cotton—								
1. Raw	543	[illegible]	[illegible]00	460	770	6[illegible]0	110	
2. Manufactured—								
(a) Twist and yarn European	58	104	8	[illegible]	16[illegible]	71	91	
(b) Ditto Indian	138	[illegible]	89	407	410	496		86
(c) Piece goods European	15	1[illegible]	110	41	33	151		118
(d) Ditto Indian	45	[illegible]	30	180	21[illegible]	216		4
(e) Others	18	1			30		30	
IV.—Chemicals excepting saltpetre	[illegible]				13		13	
V.—Drugs—								
1. Intoxicating other than opium	4		2	1	9	3	6	
2. Non-intoxicating—								
(a) Medicinal preparations	2	2			4		4	
(b) Others	38	1[illegible]	7	3	[illegible]1	10	41	
VI.—Dye and Tan—								
1. Al (morinda citrifolia)								
2. Alizarine and aniline dyes	2		2	1	4	3	1	
3. Cutch	18	[illegible]	4	1	[illegible]	8	21	
4. Indigo	9		1	1	16	[illegible]	14	
5. Myrabolams	2 260	[illegible]	1 [illegible]1	72	2 42[illegible]	1 384	1 041	
6. Tanning barks								
7. Turmeric	[illegible]8		94	32	120	1[illegible]6		6
8. Others	44	1	28	14	[illegible]	4[illegible]	13	
VII.—Fodder—								
1. Oilcake	14	[illegible]			[illegible]9		2[illegible]	
2. Hay, straw and grass	4 715				3 01[illegible]		3 012	
VIII.—Fruits and vegetables fresh	2 598	4			3 010		3 010	
IX.—Grain and Pulse—								
1. Gram and pulse	13 808	1 [illegible]	1 [illegible]86	59[illegible]	1[illegible] 200	2 [illegible]79	12 [illegible]21	
2. Jowar and bajra	44	1		13	[illegible]2	13	49	
3. Rice in the husk	5 412	[illegible]		59	[illegible] 313	61	[illegible]	
4. Rice not in the husk	35 212	[illegible]	390	1 1[illegible]	3[illegible] [illegible]12	10 52[illegible]	2[illegible] 970	
5. Wheat	2 84[illegible]	[illegible]	5 [illegible] 4	112	3 070	5 976		2 906
6. Wheat flour	142	[illegible]			18		182	
7. Others	1 482	[illegible]	10	5	1 [illegible]72	15	1 [illegible]	
X.—Hides and skins—								
1. Hides of cattle—								
(a) Dressed or tanned								
(b) Raw	95	[illegible]	67	300	[illegible]	460	787	
2. Skins of sheep and other animals—								
(a) Dressed or tanned								
(b) Raw	6	[illegible]	1	2	14	3	11	
XI.—Horns	9	10	18	[illegible]	19	27		8
XII.—Hemp (Indian) and other fibres excluding jute	12	[illegible]	1		697	1	696	
XIII.—Jute—								
1. Raw	8	3	1		11	1	10	
2. Gunny bags and cloth	346	[illegible]	142	134	550	276	274	
XIV.—Lac	316	[illegible]	72	299	964	371	593	
XV.—Leather—								
1. Unwrought	2	[illegible]	8	[illegible]	6	10		4
2. Wrought excepting boots and shoes	12	[illegible]			20		20	
XVI.—Liquors—								
1. Ale and beer	58		9	54	87	63	24	
2. Spirits of all kinds including country spirit	8	18	3	5	26	8	18	
3. Wines	84	[illegible]1	10	2	145	12	133	
4. All other sorts including toddy and fermented liquors other than ale and beer								
XVII.—Metals—								
1. Brass unwrought	3	1		1	4	1	3	
2. Brass wrought	184	[illegible]	9	14	214	23	191	
3. Copper unwrought				1		1		1
4. Copper wrought	7		1	1	12	[illegible]	10	
5. Iron and steel—								
(a) Cast	54	[illegible]	1		60	1	59	
(b) Unwrought	24	[illegible]		62	70	62	8	
(c) Wrought	684	[illegible]	88	81	975	100	806	
(d) Manufactures	274	[illegible]	68	84	342	152	190	
6. Others	48	[illegible]	6	18	77	24	53	
XVIII.—Oils—								
1. Kerosine	345	140	410	107	485	517		32
2. Castor	12	18	6	8	30	14	16	
3. Cocoanut	5	15	10	[illegible]	20	12	8	
4. Mustard and rape	28	18	16	1	46	17	29	
5. Others	68	4[illegible]	32	4	111	36	75	

ARTICLES	1900 Up	1900 Down	1899 Up	1899 Down	Total 1900	Total 1899	Increase	Decrease
	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
XIX.—Oilseeds—								
1. Castor	66	9	[illegible]	115	[illegible]	168		93
2. Earthnuts	12	13	1	[illegible]	2[illegible]	4	21	
3. Linseed	184	110	548	[illegible]	294	[illegible]17		3[illegible]3
4. Poppy	6	4	19	2	10	21		11
5. Rape and mustard	15	49	1[illegible]0	4[illegible]	64	[illegible]19		5
6. Til or jinjili	481	90	3[illegible]9	1 108	571	1 [illegible]87		916
7. Others	[illegible]	105	1	147	[illegible]80	15[illegible]	4[illegible]1	
XX.—Opium	1	1	5		2	5		[illegible]
XXI.—Paper and pasteboard	4[illegible]	69	[illegible]	2	11[illegible]	[illegible]8	76	
XXII.—Provisions—								
1. Dried fruits and nuts	49	20	2[illegible]1	43	6[illegible]	[illegible]64		202
2. Ghee	[illegible]	6	11	1[illegible]3	15	184		16[illegible]
3. Others	48	265	310	180	313	490		1[illegible]3
XXIII.—Railway plant and rolling stock carried for the public and foreign railways—								
1. Locomotive engines and tenders and parts thereof	[illegible]2	6	2[illegible]	2	28	27	1	
2. Carriages and trucks and parts thereof	2	1			3		3	
3. Materials—								
(a) Steel rails and fish plates	[illegible]	10			38		8	
(b) Sleepers and keys of steel and cast iron								
(c) Others	71[illegible]	1 221	770	[illegible]110	1 [illegible]68	[illegible]886		3[illegible]8
XXIV.—Salt	1[illegible]4	2 066	1 [illegible]29	[illegible]1	3[illegible]1	5 38[illegible]		2 06[illegible]
XXV.—Saltpetre and other saline substances—								
1. Saltpetre	1[illegible]	5	1	1	[illegible]3	2	[illegible]1	
2. Other saline substances	[illegible]	21	[illegible]	20	[illegible]5	45	10	
XXVI.—Silk—								
1. Raw—								
(a) Foreign								
(b) Indian	[illegible]	46	[illegible]	3	91	8	[illegible]3	
2. Piece-goods—								
(a) Foreign								
(b) Indian			1			1		[illegible]1
XXVII.—Spices—								
1. Betel nuts	[illegible]	78	15[illegible]	14	150	170		[illegible]0
2. Cardamoms		[illegible]	1		8	1	7	
3. Chillies	14	49	[illegible]	101	19[illegible]	1[illegible]	88	
4. Ginger	[illegible]	3		2	7	[illegible]	[illegible]	
5. Pepper	6	6	4	1	1[illegible]		8	
6. Others	[illegible]	46	1[illegible]	28	81	169		88
XXVIII.—Stone and lime	1[illegible]	1 104	13[illegible]	2 [illegible]	1 [illegible]	2 368		1 12[illegible]
XXIX.—Sugar—								
1. Refined or crystallized including sugarcandy	185	139	[illegible]	[illegible]	[illegible]	[illegible]17	107	
2. Unrefined—								
(a) Sugar								
(b) Gur, rab, molasses, jaggery and other saccharine produce	186	38	[illegible]31	49	234	280		5[illegible]
XXX.—Tea—								
1. Foreign								
2. Indian	2	1	[illegible]	23	3	2[illegible]		[illegible]3
XXXI.—Tobacco—								
1. Unmanufactured	14[illegible]	72	1[illegible]	77	2[illegible]1	202	19	
2. Manufactured—								
(a) Cigars	6	4	1	1	10	2	8	
(b) Other sorts	32	9	8	[illegible]	41	13	[illegible]	
XXXII.—Wood—								
1. Timber unwrought	6[illegible]2	400	1 193	1 819	1 041	3 012		1 971
2. Manufactured	[illegible]	420			9[illegible]7		9[illegible]7	
XXXIII.—Wool—								
1. Raw	1	1	1	2	2	3		1
2. Manufactured	6	4			10		10	
(a) Carpets and rugs					2		[illegible]	
(b) Piece-goods European		2			2		2	
(c) Ditto Indian	4	8	[illegible]	1	13	3	9	
(d) Other sorts of manufactures	[illegible]	2			4		4	
XXXIV.—All other articles of merchandise—								
1. Firewood	11	156	[illegible]	[illegible]	801	7[illegible]3		4[illegible]
2. Bamboos	[illegible]	227	79[illegible]	22[illegible]	73[illegible]	1 0[illegible]		286
3. Moha	[illegible]	800	[illegible]	75	1 731	8[illegible]2	92[illegible]	
4. Others	4[illegible]	57[illegible]	[illegible]	1 1[illegible]	1 010	1 801		7[illegible]
Total	10[illegible] [illegible]39	4[illegible] 906	41 9[illegible]	[illegible] 381	1[illegible] 205	10[illegible] 303	69 [illegible]68	16 864
						Net	5[illegible] 002	

L. GREENHAM,
For *Auditor, B.-N. Railway.*

Calcutta, the 11th December 1900.

Weekly Return of Traffic Receipts on Indian Railways

EAST INDIAN RAILWAY

Approximate Return of Traffic for last 9 days of December 1900, on 1,837·09 miles open.

	Coaching Traffic: Number of passengers	Coaching Traffic: Coaching receipts	Merchandise and Mineral Traffic: Weight carried	Merchandise and Mineral Traffic: Receipts	Other earnings (estimated)	Total earnings	Traffic Train miles run: Coaching	Traffic Train miles run: Merchandise	Traffic Train miles run: Total
		Rs A P	Mds s	Rs A P (a)	Rs A P	Rs A P			
Total Traffic for the period	337 [illegible]	4 7[illegible] 122 1 0	68 26 610 10	11 [illegible] 104 9 0	31 515 0 0	16 63 134 10 0	153 172	229,081	36[illegible],2[illegible]
Or per mile of Railway		[illegible] 4		[illegible] 13 1	17 2 6	90[illegible] 4 11			
For previous 25 weeks of half year	8,5[illegible] 0 0*	*[illegible] 27 341 7 0	12 12 12 760 20†	[illegible] 2 0 †	4 93 117 0 0‡	3 09 83 263 9 0	2 078,278§	4 543 [illegible]§	7 2[illegible]
Total for 26 weeks	9 [illegible] 738	1 04 03 [illegible] 8 0	12,81 19 370 30	[illegible] 11 [illegible]	5 24 [illegible] 0 0‡	[illegible] 46 [illegible] 8 0	2 311 450	5 772 377	7 58[illegible] 8[illegible]
COMPARISON									
Total for corresponding 8 days of previous year	339 134	4 30 31[illegible] 13 0	61 19 076 20	11 [illegible]87 1[illegible]	43 77[illegible] 11 0	16 72 380 5 [illegible]	101 744	21[illegible] [illegible]	32[illegible]
Per mile of Railway corresponding period of previous year		[illegible] 8 9		701 1 0	2[illegible] 0 1	977 9 10			
Total for corresponding 26 weeks of previous year	8 441 [illegible]	9[illegible] [illegible] 8 [illegible]	12 08 31 773 30	[illegible] 73 4 [illegible]	5 50 14[illegible] 7 [illegible]	3 1[illegible] 69 5[illegible] 4 0	2 540,020	4 [illegible]	7 [illegible] 2,6[illegible]

(a) The decrease is chiefly due to the heavy upward [illegible] of food grains in the corresponding period of 1899.

* Added No. of passengers [illegible] and Rs [illegible] on account of difference between the approximate and audited figures for the week ended 17th November 1[illegible].
Do. do. 8,000 and 1[illegible] 20 on account of [illegible] and extra troop trains [illegible] not having been included in previous returns.
Do. [illegible] on account of [illegible] passes issued to employés of Construction line.

† Do. Mds. 1[illegible],000 and 2,[illegible]00 on account of [illegible] lost in approximate return for week ended 8th December 1900.
Do. 10,0[illegible] and 11,[illegible]0 on account of [illegible] wagons.
Do. 2[illegible],00[illegible] and [illegible],[illegible]00 on account of [illegible] inward invoices not having been included in previous returns.
Deducted 2 [illegible] 098 and 17,[illegible] on account of difference between the approximate and audited figures for the week ended 17th November 1[illegible]0.
Do. [illegible] 11,[illegible] 510 on account of [illegible] for the half year.
Do. 1[illegible] 0 on account of [illegible] to be written off.
Do. [illegible],88[illegible] on account of [illegible] carried in excess over [illegible] rate reserved for payment to Foreign Railways.

‡ Added 1[illegible] on account of difference between the approximate and audited figures for the week ended 1[illegible]th November.
Do. 1[illegible] not having been [illegible] in previous returns.
Deducted 1[illegible] on account of [illegible] demurrage of vehicles which have been shown as a credit to expenditure.

§ Audited figures up to 1[illegible]th November 1[illegible]0.

1900 *Abstract of progressive weekly returns of all earnings for 1900 in comparison with 1899*

Open mileage	Period	Coaching Traffic: No. of passengers	Coaching Traffic: Rs	Merchandise and Mineral Traffic: Mds	Merchandise and Mineral Traffic: Rs	Other earnings: Rs	Total: Rs	Per mile of railway: Rs	Train mileage: No	Rate: Rs A P
1 83[illegible]	Week ended 7th July ‡	[illegible]	[illegible] 2	47 [illegible]	[illegible] 211	21 [illegible]	1 1[illegible] 27	7[illegible]	[illegible]	[illegible]
1 83[illegible]	14th ‡	[illegible]	[illegible]	40 [illegible]	[illegible]	2[illegible] 911	[illegible]	7[illegible]	147	[illegible] 0
1 83[illegible]	21st ‡	[illegible]	[illegible] 78	47 9[illegible]	[illegible] 110	[illegible]	[illegible]	68	11	4 [illegible]
1 83[illegible]	28th ‡	[illegible] 10	[illegible] 133	56 [illegible]	[illegible]	[illegible]	[illegible]	704	[illegible]	4 6 1
1 83[illegible]	4th Aug ‡	30 121	4 1	[illegible]	[illegible]	18 7	[illegible]	704	[illegible]	4 7 [illegible]
1 83[illegible]	11th ‡	[illegible]	[illegible]	40 6[illegible]	[illegible]	21 1[illegible]	[illegible]	6[illegible]	[illegible]	4 [illegible] 6
1 83[illegible]	18th ‡	[illegible] 207	[illegible] 7	44 2[illegible]	[illegible] 0	[illegible]	11 [illegible] 67	620	[illegible]	[illegible]
1 83[illegible]	25th ‡	[illegible] 07	3 33 103	38 60 273	[illegible] 208	[illegible] 11	[illegible] 1	610	[illegible]	[illegible]
1 83[illegible]	1st Sept ‡	[illegible]	[illegible]	[illegible]	[illegible]	1 045	[illegible] 180	6[illegible]	7 [illegible]	[illegible] 6
1 837 0[illegible]	8th ‡	41 [illegible] 012	[illegible] 36	47 [illegible] 35	[illegible] 00	21[illegible]	12 7 181	681	[illegible] 1	4 [illegible] 0
1 83[illegible]	15th ‡	[illegible] 111	[illegible]	47 41 47	7 [illegible] 1	[illegible] 09	11 [illegible]	61[illegible]	[illegible] 11	4 [illegible]
1 83[illegible]	22nd ‡	[illegible] 88	4 81	38 42 084	[illegible] 2[illegible]	17 80[illegible]	[illegible] 00[illegible]	[illegible]	[illegible]	3 7
1 837 09	29th ‡	[illegible] 0	[illegible]	40 3 601	[illegible] 12	[illegible] 1	1[illegible] 8[illegible]	600	[illegible]	[illegible]
1 837 09	6th Oct ‡	[illegible]	[illegible]	3 49 [illegible]	[illegible]	[illegible]	10 [illegible]	[illegible]4	[illegible]	4 0 4
1 83[illegible]	13th ‡	[illegible]	[illegible] 31	44 [illegible]	[illegible] 18	1 104	11 [illegible] 343	[illegible]	[illegible]	[illegible] 4 11
1 83[illegible]	20th ‡	[illegible] 7	[illegible]	56 2[illegible] 074	[illegible]	2 8 [illegible]	1[illegible]	[illegible]	[illegible]	0
1 83[illegible]	27th ‡	[illegible]	[illegible] 07[illegible]	48 [illegible]	1 [illegible]	2 401	12 [illegible] 0	[illegible]	[illegible]	4 2 [illegible]
1 83[illegible]	3rd Nov ‡	[illegible]	4 [illegible] 57	[illegible]	[illegible]	1 118	11 8 117	708	3 0 40	4 11 0
1 837 0[illegible]	10th ‡	[illegible] 840	4 [illegible] 40	40 [illegible]	[illegible] 51	[illegible] 148	[illegible]	817	[illegible] 80	[illegible] 0 [illegible]
1 83[illegible]	17th ‡	[illegible]	4 [illegible] 897	4[illegible] 07 [illegible]	[illegible] 10	2 [illegible] 5	[illegible]	767	2[illegible]7 170	4 11 10
1 83[illegible]	24th	[illegible]	4 07 40	50 [illegible] 7 4	1 18[illegible]	[illegible] 24 010	1[illegible]	[illegible]	[illegible]	[illegible] 11 8
1 837 09	1st Dec	[illegible]	3 08 048	[illegible]	[illegible]	2[illegible] 11	1[illegible] 860	710	[illegible]	4 12 9
1 837 09	8th	[illegible]	[illegible] 480	72 02 [illegible]	[illegible] 103	20 57	[illegible]	74[illegible]	[illegible]	4 10 1
1 83[illegible]	15th	33 7 0	3 78 108	5[illegible] 4 10	[illegible] 061	1 8[illegible]	1 107 017	[illegible]	3 [illegible] 83	4 0 3
1 837 09	22nd	[illegible]	[illegible] 144	5 94 41	1 [illegible]	1 273	11 [illegible] 050	7[illegible]	[illegible]	4 11 3
1 837 09	Last 9 days of [illegible]	[illegible]	4 [illegible] 4 2	68 26, 10	[illegible]	1 518	1[illegible]	[illegible]5	[illegible]2	4 0 [illegible]
	Supplemental [illegible]	8,000	1 [illegible]	4 4[illegible] 100	[illegible] 3	−[illegible]	[illegible]	−6[illegible]		
	Totals up to date	[illegible] 738	1 04 04 70[illegible]	12 81,1[illegible] 380	[illegible]	5 24 0[illegible]	[illegible] 46 3[illegible]	[illegible]	7 58[illegible] 8[illegible] 7	4 [illegible] 11

Abstract of progressive weekly returns of all earnings for 1900 in comparison with 1899—concluded **1899**

Open mileage	Period	No. of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate: Rs A P
1 71[illegible]	8 days of July	4 [illegible]	[illegible] 371	45 50 13[illegible]	[illegible] 060	16 [illegible]	1[illegible]7 1[illegible]	*747	307 818	4 [illegible]
1 71[illegible]	Week ended [illegible]th July	[illegible]	[illegible]	42 1[illegible]	[illegible] 306	13 140	10 [illegible] 102	[illegible]15	[illegible] 16	4 2 1
1 71[illegible]	[illegible]nd	3[illegible]	3 012	35 1 0 [illegible]	[illegible] 41	14 0[illegible]	[illegible]	[illegible]	[illegible]	4 1 0
1 71[illegible]	29th	3[illegible]	[illegible]	34 23 [illegible]	[illegible] 387	13 01[illegible]	[illegible]	[illegible] 4	[illegible]	3 1 11
1 710 [illegible]	[illegible]th Aug	[illegible]	3 31 [illegible]	29 [illegible]	[illegible] 140	11 8 [illegible]	[illegible] 881	[illegible]70	[illegible] 941	4 0 8
1 710 67	12th	[illegible]	[illegible] 082	3[illegible] 2[illegible]	[illegible]	11 [illegible]	[illegible]	[illegible]	[illegible]4 673	3 14 1
		Adjustment on account of previous period			1 [illegible] *	4 [illegible]	[illegible] 3			
1 710 67	19th	[illegible]	2 [illegible]	39 30 [illegible]	[illegible]	2[illegible] 761	[illegible] 2 [illegible]	508	243 174	4 0 0
1 710 67	26th	31 [illegible]	[illegible] 78 [illegible]	41 21 [illegible]	[illegible] 8	[illegible]4 1[illegible]	[illegible] 417	[illegible]80	243 401	1 15 7
1 710 67	2nd Sept	[illegible] 04	[illegible]	48 51 4 [illegible]	[illegible]	21 518	10 03 [illegible]	625	2[illegible] 8[illegible]	4 3 1
1 710 67	9th	[illegible]	[illegible]	46 73 91[illegible]	[illegible]	2[illegible]	11 06 [illegible]41	617	2[illegible] 104	4 4 1
1 710 67	16th	[illegible]	3 [illegible]	44 47 73	8 148	2 971	1[illegible] 04 0[illegible]	704	277 848	4 5 4
1 710 6[illegible]	23rd	3[illegible]	3 74 256	43 6[illegible] 7[illegible]	[illegible] 12 071	22 8[illegible]2	1[illegible]	70[illegible]	280 4[illegible]	4 0 1
1 710 67	30th	[illegible]	3 31 118	52 8 7[illegible]	[illegible] 08	19 806	1[illegible]	705	2[illegible]	4 [illegible] 11
1 710 67	7th Oct	[illegible] 448	[illegible] 031	46 70 175	[illegible]	20 [illegible]	1[illegible] 3	[illegible]89	20[illegible]	4 [illegible] 5
1 710 67	14th	[illegible]	[illegible]	47 3[illegible] 317	[illegible]	31 0[illegible]	1271 [illegible]	744	284 163	[illegible] 7 8
1 710 6[illegible]	21st	[illegible]	3 [illegible]	46 00 58	[illegible] 051	24 008	12 [illegible] 8	748	[illegible] 137	4 8 0
1 710 67	28th	[illegible] 31	3 8[illegible] 1	5[illegible] 31 [illegible]	10 [illegible] 113	32 810	1[illegible]	833	207 3[illegible]1	4 12 8
1 710 67	4th Nov	[illegible] 171	[illegible]	46 0[illegible] 42[illegible]	[illegible] 0	7 [illegible] 7	1[illegible] 06	812	2[illegible]	4 10 [illegible]
1 710 67	11th	(a) [illegible]	[illegible]	4[illegible] 83 461	[illegible]	74 [illegible]	14 13 2[illegible]	827	2[illegible]	[illegible] 12 6
1 710 67	18th	[illegible]	[illegible]	40 80 [illegible]	[illegible]	[illegible] 811	13 [illegible] 24[illegible]	817	2[illegible] 780	4 11 8
1 710 67	25th	[illegible]	4,0[illegible] 48	54 44 [illegible]	10 [illegible] 60	[illegible]	1 [illegible] 153	893	[illegible] 144	5 3 8
1 710 67	2nd Dec	311 [illegible]	[illegible] 7 005	4[illegible] 10 1[illegible]	[illegible] 513	31 1[illegible]	14 58 011	852	28[illegible]	5 2 8
1 710 6[illegible]	9th	[illegible]	[illegible]	4[illegible]	10 7[illegible] 811	34 490	[illegible]	879	2[illegible]	5 0 6
1 710 6[illegible]	16th	[illegible]	[illegible]	51 58 861	10 [illegible] 018	[illegible] 165	1 [illegible] 18	808	2[illegible]	5 4 4
1 710 6[illegible]	23rd	21 [illegible]	3 [illegible] 1	40 50 118	10 [illegible]	40 963	1[illegible] 39	8[illegible] 0	202 486	5 1 5
1 710 67	Last 8 days of [illegible]	[illegible] 134	4 [illegible] 313	61 19 0[illegible]	11 [illegible] 98	42 779	1[illegible] 380	979	320 0[illegible]	5 2 1
	Suppl. for [illegible]	13 318	[illegible],710	8 81 09[illegible]	−9 [illegible] 603	−9 30 647	−10 [illegible] 640	−601	3 6	
	Totals up to date	8 441 [illegible]	9 [illegible],023	12 08 31 774	[illegible] 21 [illegible] 773	5 50 14[illegible]	3 19,69,545	711	7 321 277	4 6 10

* Audited figures.
† Rs 1 70 137 Added on account of rebate on coal deducted from returns from 1st July to 12th August 1899.
‡ [illegible] 45 8[illegible] — [illegible] on account of [illegible] age and demurrage not having been included in returns from 1st July to 12th August 1899.
(a) Inclusive of supplemental figures for the quarter ended 30th September.

TARKESSUR BRANCH RAILWAY

Approximate Return of Traffic for last 9 days of December 1900, on 22·23 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the period	22,418	5 70[..] 9 0	46 321 0	948 [..] 0	8 0 0	6 661 12 0	1 314	214	1,528
Or per mile of railway		256 10 7		42 10	0 5 9	299 10 9			
For previous 25 weeks of half year	515,795*	1,20 927 2 0	5 08 203 10†	16 83[..] 1 0‡	373 0 0‡	1 38 140 1 0	26 308§	3 276§	29,584
Total for 26⅔ weeks	538 213	5,12 663 11 0	5 54 524 10	17 788 2 0	381 0 0	1 44 801 13 0	27 622	3 490	31 112
Comparison									
Total for corresponding 6 days of previous year	18 850½	4 613 0 8	23 722 0	5 7 10 0	9 8 0	5 200 11 8	1 173	103	1,276
Per mile of railway corresponding period of previous year		207 8 8		2[..] [..]	0 6 10	233 15 3		..	
Total for corresponding 26⅔ weeks of previous year	500 872	1 19 361 0 2	5 76 589 0	14 842 7 0	399 8 0	1 34 603 5 2	28 2[..]2	4 393	32 595

* Added No of passengers 370 and Rs 131 ⎫ On account of difference between the approximate and audited figures for the week ended 17th
† Deducted Mds 28,317 and 214 ⎬ November 1900
‡ { Ditto 4 ⎭
‡ { Added 105 not having been included in previous returns
§ Audited figures up to 17th November 1900

1900 *Abstract of progressive weekly returns of all earnings for 1900 in comparison with 1899*

Open mileage	Period	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total	Per mile of railway	Train mileage	
		No of passengers	Rs	Mds	Rs.	Rs	Rs	Rs	No	Rate Rs A P
22·23*	Week ended 7th July	9 128	6 [..]30	9 6 1	339	7	7 045	317	1 189	5 14 11
22·23*	" " 14th	32 450	7 152	12 37	459	7	7 918	3[..]6	1 906	6 1 9
22·23*	" " 21st	19 929	4 801	9 46	441	10	5 256	236	1 188	4 6 9
22·23*	" " 28th	19 106	4 5[..]0	19 91[..]	412	10	5 023	226	1 188	4 3 8
22·23*	" " 4th Aug	18 774	4 510	8 298	313	5	4,804	219	1 188	4 1 6
22·23*	" " 11th	19 817	4 700	19 074	4[..]8	6	5 194	234	1 189	4 5 11
22·23*	" " 18th	15 943	[..] 13	6 795	256	4	3 809	171	1 188	3 3 3
22·23*	" " 25th	15 [..]	3 261	8 183	575	11	3 6[..]5	164	1 188	3 1 3
22·23*	" " 1st Sept	16 7[..]	3 614	8,[..]18	3[..]	6	3 970	17[..]	1 188	3 5 6
22·23*	" " 8th	18 [..]	4 130	6 [..]3	2[..]5	7	4 71	212	1 188	3 15 6
22·23*	" " 15th	2[..] 070	4 [..]10	3 348	366	7	5 113	230	1 188	4 [..] 10
22·23*	" " 22nd	12 477	2 812	4 [..]44	214	11	3 087	138	1 188	2 9 2
22·23*	" " 29th	1[..] 721	4 201	10 018	429	7	4 640	209	1 228	3 12 5
22·23*	" " 6th Oct	21 128	4 984	18 047	[..]34	8	5 730	258	1 012	5 10 7
22·23*	" " 13th	20 780	4 893	20 136	[..]	10	5 773	260	1 100	5 4 0
22·23*	" " 20th	21 12[..]	4 900	33 12[..]	1 061	10	6 637	299	1 188	5 9 5
22·23*	" " 27th	21 [..]80	[..] 1[..]3	23 530	1 01[..]	[..]	6 [..]04	2[..]9	1 188	5 3 7
22·23*	" " 3rd Nov	2[..] 010	5 074	2[..] 986	1 098	8	7 [..]	318	1 188	5 15 4
22·23*	" " 10th	(a) 28 [..]31	6 886	21 921	45	93	7,127	327	1 189	6 10 9
22·23*	" " 17th	22 91[..]	5 112	21 477	936	[..]	[..]	281	1 188	5 4 2
22·23	" " 24th	21 588	5 102	51 467	1 [..]	7	6,46[..]	291	1 189	5 7 0
22·23	" " 1st Dec	19 844	4 831	48 483	99[..]	8	5 814	263	1 188	4 14 7
22·23	" " 8th	19,[..]10	4 778	41 774	9[..]9	7	5 [..]14	237	1 188	4 13 6
22·23	" " 15th	18 422	4 695	34 451	701	6	5 403	243	1 188	4 8 9
22·23	" " 22nd	17 2[..]	4 010	35 464	[..]	6	4 773	215	1 188	4 0 2
22·23	Last 9 days of	22 418	5 706	46 321	948	8	6 669	300	1 528	4 5 9
	Suppl for 31st					105	105	5		
	Totals up to date	538 213	1 30 633	5 54 524	1[..]788	381	1 44 802	248	3[..]112	4 10 6

* Audited figures
(a) Inclusive of supplemental figures for the quarter ended 30th September

Abstract of progressive weekly returns of all earnings for 1900 in comparison with 1899—concluded 1899

Open mileage	Period	No of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs A P
22·23	8 days of July	24 246	6 025	8 049	[..]	13	6 360	286	1 417	4 6 10
22·23	Week ended 15th July	21 805	4 712	47 285	448	16	5 256	[..]	1 212	4 1 1
22·23	" " 22nd "	23 415	5 142	13 370	348	7	5 407	247	1 188	4 10 0
22·23	" " 29th "	17 231	3 974	8 001	91[..]	6	4 [..]	216	1 241	3 13 10
22·23	" " 5th Aug	16 0[..]2	3 760	9 320	38	12	4 1[..]	18[..]	1 188	3 8 0
22·23	" " 12th "	17 357	3 869	8 681	401	4	4 374	197	1 188	3 10 11
22·23	" " 19th "	17 218	4 13	16 614	47	0	4 491	20[..]	1 188	3 12 6
22·23	" " 26th "	16,263	3 [..]	7 169	[..]	5	4 028	181	1,188	3 6 2
22·23	" " 2nd Sept	16 719	3 892	9 490	37[..]	11	3 979	170	1 188	3 5 7
22·23	" " 9th "	18 [..]	4 395	10 231	4[..]8	7	4 810	217	1 1[..]8	4 1 0
22·23	" " 16th "	18,864	4 105	9 992	[..]	9	4 607	207	1 239	3 10 6
22·23	" " 23rd "	16,[..]1	3 801	17 183	440	5	4 260	192	1 188	3 9 4
22·23	" " 30th	18,704	4 317	16 331	51[..]	9	4 8[..]9	219	1 199	4 1 1
22·23	" " 7th Oct.	19 710	4 701	12 176	[..]3	9	5 [..]	24[..]	1 188	4 8 6
22·23	" " 14th "	23 441	6 172	9,579	4[..]3	16	6 611	297	1,034	6 6 3
22·23	" " 21st "	18 656	4 593	6 616	[..]1	6	4 910	217	1 014	4 10 8
22·23	" " 28th	20 017	4 950	15 694	797	6	5 683	258	1 183	4 12 6
22·23	" " 4th Nov	20,210	4 735	14 303	808	3	5 546	249	1 450	3 13 11
22·23	" " 11th	(a) [..] 466	5 664	17 402	777	99	6 540	294	1 574	4 4 8
22·23	" " 18th "	23,513	5 773	91 735	1 2[..]	10	7 069	312	1 267	5 9 [..]
22·23	" " 25th "	22 285	5 392	40,[..]65	068	10	6,366	286	1,410	4 [..]
22·23	" " 2nd Dec	18 749	4 411	35 387	857	6	5 274	237	1 447	3 1[..] 4
22·23	" " 9th "	18,003	4,396	41,434	646	5	5 080	229	1 4[..]4	3 7
22·23	" " 16th "	17 565	4 168	13 679	491	4	4 668	210	1 198	3 [..] 10
22·23	" " 23rd "	14,3[..]9	3,275	37 486	578	11	3 864	174	1,198	[..]
22·23	Last 8 days of "	18,850	4,613	29 722	577	10	5 200	234	1 376	4 1 3
	Suppl for 31st "	268	790	24,404	109	92	991	[..]		
	Totals up to date	500,872	1,19,361	5,76,589	14 842	400	1,34 603	230	32,595	4 3 1

DELHI-UMBALLA KALKA RAILWAY

Approximate Return of Traffic for last nine days of December 1900, on 162·24 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run.		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise.	Total
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the period	18 1?4	17 427 0 0	1,80 115 20	13 818 7 0	85 0 0	31 331 0 0	9 153	4,533	13 686
Or per mile of railway		107 6 8		85 2 9	0 8 5	193 1 10			
For previous 25 weeks of half year	387,422*	3 80 740 3 0*	14 05 470 30†	2 17 185 11 0†	6 533 0 0‡	6,04 458 14 0	184 781§	85,555§	270 336
Total for 26⅔ weeks	405 546	3 98 167 12 0	15,85,586 10	2 31 004 2 0	6,618 0 0	6 35 789 14 0	193,934	90 088	284,022
COMPARISON									
Total for corresponding 8 days of previous year	16,203½	13 570 8 1	118,336 20	14 618 9 7	73 4 3	28 262 5 11	7,740	4,486	12,236
Per mile of railway corresponding period of previous year		83 10 4		90 1 8	0 7 3	174 3 3			
Total for corresponding 26⅔ weeks of previous year	442 377½	4 44 233 12 8	18 89 637 10	3 01 973 7 1	7 038 14 2	7 55 246 1 11	193,261	89,243½	282,504½

* { Added No of passengers 111 and Rs 1 95—On account of special and extra troop trains &c not having been included in previous return
{ Ditto 32 and deducted „ 314— Ditto difference between the approximate and audited figures for the week ended 17th November 1900

† { Deducted Mds 66 811 and , 1 743— Ditto ditto ditto ditto ditto
{ Do 21 18 328 and 27 400— Ditto revenue coal and stores used on the D U K Railway for the half year

‡ { Added 1 891—Not having been included in previous returns
{ Deducted 16—On account of difference between the approximate and audited figures for the week ended 17th November 1900

§ Audited figures up to 17th November 1900

1900 *Abstract of progressive weekly returns of all earnings for 1900 in comparison with 1899*

Open mileage	Period	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total	Per mile of railway	Train mileage	
		No of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs A P
162 24*	Week ended 7th July	19 138	21 176	8 170	11 150	84	32 410	200	11 976	2 11 4
162 24*	14th	[illegible] 219	20 132	[illegible]	10 400	68	31 100	192	12 904	2 6 7
162 24*	21st	11 952	10 254	[illegible]	4 [illegible]	70	15 278	94	9 672	1 1 3
162 24*	28th	12 800	9 53	2 [illegible] 3	6 865	83	16 501	102	9 190	1 12 9
162 24*	4th Aug	14 501	10 [illegible]	[illegible]	3 454	91	14 217	88	9 023	1 9 3
162 24*	11th	12 967	9 444	[illegible]	8 843	42	18 329	113	10 192	1 11 11
162 24*	18th	13,[illegible]55	10 372	1 [illegible]	4 870	84	15 326	94	9,297	1 10 5
162 24*	25th	13 442	8 600	2 4[illegible]	5 [illegible]24	63	14 297	88	8 836	1 9 11
162 24*	1st Sept	13 446	9 294	3 [illegible]	5 [illegible]	59	15 158	94	9 [illegible]14	1 10 3
162 24*	8th	14 637	12 960	1 [illegible] 4	7 10[illegible]	118	* 20 18	124	11 [illegible]	1 13 1
162 24*	15th	13 1[illegible]	14 606	1 [illegible]	8 [illegible]22	75	23 164	143	12 232	1 14 4
162 24*	22nd	1 630	12 092	4[illegible]	6,6[illegible]	66	18 757	116	11 225	1 10 9
162 24*	29th	15 58	18 265	[illegible]	9 307	77	* 27 649	170	11 4[illegible]7	2 [illegible] 7
162 24*	6th Oct	14 932	16 130	[illegible]	10 514	58	26 7[illegible]	16[illegible]	11 452	2 5 4
162 24*	13th	17 [illegible]2	18 437	2 [illegible]	11 816	74	30 3[illegible]7	187	11 028	2 12 0
162 24*	20th	16 073	17 011	[illegible]	12 1[illegible]	101	29 303	181	11 [illegible]	2 9 9
162 24*	27th	14 178	16 604	[illegible]	12 041	83	28 728	177	11 080	2 9 6
162 24*	3rd Nov	18 76	22 160	1 4 [illegible]	12 868	138	35 104	217	12 198	2 14 3
162 24*	10th	(a) 18 544	20 679	[illegible]	12 791	2 850	36 310	224	11 61[illegible]	3 2 1
162 24*	17th	16 886	16 82	[illegible]	14 374	49	31 16[illegible]	192	11 932	2 9 10
162 24	24th	17 000	18 853	1 3 [illegible]	12 412	66	31 331	193	10 416	3 0 2
162 24	1st Dec	16 826	16 384	1 4 [illegible]	11 975	13	28 372	175	10 012	2 13 4
162 24	8th	16 470	16 632	1 17 44	12 156	62	28 850	178	10 174	2 13 4
162 24	15th	17 629	17 101	1 6 1[illegible]	14 026	66	31 193	192	11 1?8	2 12 7
162 24	22nd	15 695	14 052	1 [illegible]	13 630	66	28 648	177	11 522	2 7 9
	Last 9 days of	18 124	17 427	[illegible]	13 810	85	31 331	194	13 686	2 4 8
	Suppl for 31st	111	1 295	—21 35 [illegible]	—27 900	1,891	—24 014	—149		
	Totals up to date	405 546	3 98 167	1[illegible] 8[illegible]	2 31 004	6 618	6 35 789	149	284 022	2 3 10

* Audited figures

(a) Inclusive of supplemental figures for the quarter ended 30th September

Abstract of progressive weekly returns of all earnings for 1900 in comparison with 1899—concluded **1899**

Open mileage	Period	No of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs A P
162 24	8 days of July	23 211	19 776	[illegible]	9 176	95	29 047	179	11 953	2 6 11
162 24	Week ended 15th July	20 330	17 [illegible]54	[illegible]	8 858	60	26,472	163	9 953	2 10 7
162 24	22nd	18 [illegible]20	15 146	[illegible]	7 193	48	22 383	138	10,214	2 3 1
162 24	29th	18 629	13 788	[illegible]	10 561	70	24 4?7	151	10 117	2 6 8
162 24	5th Aug	17 305	13 [illegible]75	[illegible]	9 74[illegible]	63	23 180	145	9 757	2 6 6
162 24	12th	14 675	13 507	[illegible]	10 592	46	24 1[illegible]	149	9 935	2 6 11
162 24	19th	17 407	13 744	7 [illegible]	10 932	63	24 739	152	10 352	2 6 3
162 24	26th	16 287	14 4[illegible]	1 1[illegible]	18 6[illegible]	90	33,213	205	10,348	3 3 4
162 24	2nd Sept	14 582	12 [illegible]03	1 [illegible]	16 049	59	28 625	177	10 714	2 10 10
162 24	9th	14 099	13 717	1 01 [illegible]	10 046	79	23 871	147	11 318	2 1 9
162 24	16th	15 810	17 033	1 [illegible] 2	18 120	112	35,465	219	12 132	2 14 9
162 24	23rd	16 606	20 374	1 07 0	12 1[illegible]	73	37 603	232	18,722	2 11 10
162 24	30th	1 314	18 125	77 718	10 921	45	29 491	182	10 086	2 12 2
162 24	7th Oct	15 465	15 730	8[illegible]8	14 372	95	30 263	187	10,383	2 14 8
162 24	14th	1[illegible] 977	1[illegible] [illegible]07	8[illegible]	12 941	56	30 204	187	10,130	2 15 10
162 24	21st	16 931	16 715	7 [illegible]	1[illegible] 057	60	28 832	177	9 9?4	2 14 6
162 24	28th	16 329	19 907	[illegible]	14 307	71	34 285	211	10,774	3 2 11
162 24	4th Nov	1[illegible] 6[illegible]9	2[illegible] [illegible]53	1 0[illegible]	15 701	59	37 813	233	11 397	3 5 1
162 24	11th	(a) 18 071	20 [illegible]11	[illegible]7 16	12 625	1 961	35 [illegible]27	219	11,840	3 0 0
162 24	18th	16 096	16 012	[illegible] 13	12,197	49	28 258	174	10 837	2 9 0
162 24	25th	16 534	17,563	1 2 [illegible]	11 407	44	29 404	181	11 012	2 8 0
162 24	2nd Dec	16 [illegible]54	19 609	1 [illegible]	12 190	54	32 053	198	11 170	2 13 11
162 24	9th	16 037	19 158	[illegible]016	10 800	62	30,050	185	10,698	2 1? 11
162 24	16th	18,113	16 928	7[illegible] [illegible]21	10 121	95	27,146	167	10 1?8	2 10 9
162 24	23rd	16 441	14 916	74 914	10 084	54	25 054	154	10,134	2 7 7
162 24	Last 8 days of	16 204	13 571	1 18 337	14,618	73	28 202	174	12 226	2 5 0
	Suppl for 31st	—29	4 [illegible]35	—5 03,116	—12,931	3,307	—4,999	—31		
	Totals up to date	42 878	4,44,232	18,89,637	3,08,973	7,039	7,55,246	177	282,505	2 10 9

SOUTH BEHAR RAILWAY

Approximate Return of Traffic for last 9 days of December 1900, on 78 76 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds S	Rs A P	Rs A P	Rs A P			
Total traffic for the week	10,876	5,385 6 0	44 583 0	2 013 10 0	(a) −713 0 0	7 667 0 0	2 303	1,241	3 544
Or per mile of railway		68 6 1		35 0 2	−9 0 8	97 5 7			
For previous 25 weeks of half year	297,453*	1 50 954 4 0*	6 93 911 0†	51 656 8 0†	1 548 0 0‡	2 04 158 12 0	44 503§	22 610§	67 113
Total for 26½ weeks	308 329	1 56,339 10 0	7 38 494 0	54 650 2 0	836 0 0	2,11 825 12 0	46 806	23 851	70 657
Comparison									
Total for corresponding 8 days of previous year	11,604	5 635 14 7	52 591 30	3 777 6 0	20 6 6	9 433 11 1	1 843	701	2 544
Per mile of railway corresponding period of previous year		71 8 11		47 15 4	0 4 2	119 12 5			
Total for corresponding 25½ weeks of previous year	251 575	1 23 191 9 3	10 05 627 0	80 000 14 9	135 11 3	2 03 328 3 8	31 674½	12 440½	46 115¼

* Added number of passengers 318 and deducted Rs 440 on account of difference between the approximate and audited figures for the week ended 17th November 1900
* Do 124 on account of value of passes issued to employés of construction lines

† Deducted Mds 97 664 and 2 000 on account of revenue coal and stores used on the S B Railway during the half year
† Ditto 10 347 and 103 on account of difference between the approximate and audited figures for the week ended 17th November 1900

‡ Ditto 11 on account of difference between the approximate and audited figures for the week ended 17th November 1900
‡ Added 171 not having been included in previous returns

§ Audited figures up to 17th November 1900
(a) Approximate telegraph earnings for the period
Less —amount of telegraph earnings for the half year creditable to E I R proper

1900 *Abstract of progressive weekly returns of all earnings for 1900 in comparison with 1899*

Open mileage	Period	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total	Per mile of railway	Train mileage	
		Number of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs A P
78 76*	Week ended 7th July	13 4 2	6 38	37 723	2 [illegible]	32	8 575	109	2 313	3 10 1
78 76*	,, 14th	12 080	6 314	37 208	2 [illegible]	20	8 841	112	2 281	3 13 11
78 76*	,, 21st	11 589	[illegible]	36,570	[illegible]	56	7 703	98	2 284	3 6 0
78 76*	,, 28th	13 231	7 788	28 293	1 [illegible]	20	9 309	118	2 205	4 3 7
78 76*	,, 4th August	10,924	5 220	31 091	2 11[illegible]	15	7 352	93	2,[illegible]	3 5 4
78 76*	,, 11th	10 573	4 718	32 289	1 8[illegible]	9	6 604	84	2,369	2 12 9
78 76*	,, 18th ,,	9 [illegible]	4 348	25 890	1 8[illegible]	13	6 171	78	2 [illegible]5	2 3 10
78 76*	,, 25th	9 196	4 256	31 093	2 [illegible]	11	6 913	88	2 67[illegible]	2 9 4
78 76*	,, 1st Sept	9 473	4 980	24 869	2 [illegible]	12	6 617	8[illegible]	2 478	2 8 0
78 76*	,, 8th	15 830	7 218	32 453	[illegible]	13	9 368	119	2 678	3 8 0
78 76*	,, 15th	19 022	11 043	16 003	1 [illegible]	48	12 [illegible]	161	3 150	4 0 3
78 76*	,, 22nd ,,	18 204	11 [illegible]	16 8[illegible]7	1	19	12 [illegible]	173	2 912	4 3 1
78 76*	,, 29th	17 [illegible]7	9 862	26 701	1 [illegible]	91	11 8[illegible]	150	2 599	4 9 0
78 76*	,, 6th Oct	11 601	6 1[illegible]	25 367	1 [illegible]	41	7 619	97	3 071	[illegible] 7 8
78 76*	,, 13th	11 548	5 804	35 103	2 4[illegible]	35	8 395	107	3 1 0	2 10 8
78 76*	,, 20th	10 453	7 [illegible]	29 874	1 [illegible]	29	9 547	121	3 1 [illegible]	3 0 8
78 76*	,, 27th ,,	11 410	6 112	2 168	1 [illegible]4	28	7 [illegible]4	98	2 914	2 10 7
78 76*	,, 3rd Nov	10 447	5 014	27 188	1 [illegible]3	22	6,7[illegible]9	86	2 8[illegible]	2 6 3
78 76*	,, 10th †	†11 273	[illegible]	36 036	2,4[illegible]1	70	8 440	107	2 58	[illegible] 15 8
78 76*	,, 17th	11 048	[illegible]073	27 043	1 [illegible]	21	6,7[illegible]8	86	2 6 7	2 8 3
78 76	,, 24th ,,	9 188	4 7[illegible]	40 070	2 5[illegible]	42	7 358	93	2 303	3 1 10
78 76	,, 1st Dec	8 [illegible]	4 0[illegible]	4[illegible] 881	2 0[illegible]	43	6 817	87	2 914	2 5 5
78 76	,, 8th	8 966	4 1	40 580	2 [illegible]	43	6,8[illegible]6	87	2 141	2 12 11
78 76	,, 15th ,,	8,956	4 [illegible]	39 824	3 0[illegible]	43	[illegible]486	9[illegible]	2 [illegible]30	2 15 0
78 76	,, 22nd ,,	8 791	4 1	39 4 2	3 [illegible]	43	7 518	95	2 903	2 6 2
78 76	Last 9 days of ,,	10,876	5 38[illegible]	44 583	2 093	−71[illegible]	7 667	97	3 544	2 2 [illegible]
	Suppl for 31st ,,		1 4	−97 664	−2,001	171	−1 705	−22		
	Totals up to date	308 329	1 56,339	7 38 494	54 6[illegible]0	836	2 11 826	102	70 657	3 0 0

* Audited figures
† Inclusive of supplemental figures for the quarter ended 30th September

Abstract of progressive weekly returns of all earnings for 1900 in comparison with 1899—concluded **1899**

Open mileage	Period	Number of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs A P
65 00	4 days ended 8th July	1 438	417	342	23	1	411	7	330	1 2 1
78 [illegible]9	Week ended 15th	8 287	4,910	17 382	1 58[illegible]	12	5 818	76	1 084	5 5 10
78 76	,, 22nd ,,	9,773	4 41	19 28[illegible]	1 [illegible]01	13	6 3[illegible]	81	1 113	5 11 4
78 76	,, 29th	8 660	3 814	15 792	1 [illegible]01	10	5 358	68	1 113	4 13 0
78 76	,, 5th August	9 445	4 [illegible]5	16 885	1 [illegible]	25	[illegible] 057	77	1 11[illegible]	5 7 1
78 76	,, 12th ,,	8 190	3 8[illegible]4	20 547	1 438	30	5,290	67	1 11[illegible]	4 12 1
78 76	,, 19th ,,	7 169	[illegible]200	20,678	2 1[illegible]	17	[illegible] 503	[illegible]	1 11[illegible]	4 15 1
78 76	,, 26th	8 128	3 [illegible]	36 [illegible]86	2 3[illegible]	17	6 0 [illegible]	77	1 113	5 6 8
78 76	,, 2nd Sept	8,[illegible]5	5 131	39 781	2 [illegible]	25	7 [illegible]2	101	1 113	7 2 5
78 76	,, 9th	7 990	3 718	3[illegible] 359	2 420	25	6,1[illegible]3	78	1 272	4 18 6
78 76	,, 16th ,,	10 [illegible]6	4 6[illegible]	47 [illegible]	3 14[illegible]	1[illegible]	7 802	99	1 [illegible]	4 14 0
78 76	,, 23rd ,,	13 607	6 780	34 114	2 800	17	9 657	123	2 1[illegible]	4 0 6
78 76	,, 30th ,,	14 069	8 [illegible]30	41 304	2 013	15	11 [illegible]	147	2 226	5 3 1
78 76	,, 7th Oct	12 096	7 307	37,324	3 20[illegible]	39	10 452	133	2 226	4 11 2
78 76	,, 14th ,,	9 122	4 613	40 508	3 031	21	8 595	109	2 226	3 18 9
78 76	,, 21st ,,	9 408	4 921	46 274	2 740	14	7 6[illegible]3	97	2,226	3 7 2
78 76	,, 28th	10 481	5 411	37 206	3 201	13	8 088	110	2 226	3 14 5
78 76	,, 4th Nov	10 403	5 151	45,402	3 [illegible]	20	8 [illegible]	110	2 226	3 14 0
78 76	,, 11th ,,	10 823†	5 [illegible]	43 527	3 193	83	8 760	111	2 2 0	3 15 0
78 76	,, 18th ,,	12 0 4	5 315	56 033	4 591	28	9,942	126	2 228	4 7 6
78 76	,, 25th	11 481	5 045	83,263	6 619	15	11 679	148	2 435	4 11 10
78 76	,, 2nd Dec	9 374	4 [illegible]	42,857	3 128	24	7 443	95	2 404	3 0 4
78 76	,, 9th ,,	9 005	4 178	53 897	4,177	26	8,381	106	2 226	3 12 3
78 76	,, 16th	8 995	3 61	40 926	3 400	10	7 461	95	2 226	3 5 8
78 76	,, 23rd ,,	9 316	4 504	45,059	3 951	19	8 484	108	2 2[illegible]	3 13 0
78 76	Last 8 days †	11,604	5 6 6	52 591	3 7 7	20	9 433	120	2 544	3 11 1
	Suppl for 31 § ,		−73	23,490	4,137	−416	3 648	46	−3[illegible]	
	Totals up to date	251,575	1,23,193	10,05,627	80,001	135	2,03,328	101	46 115	4 0 7

BENGAL CENTRAL RAILWAY COMPANY, "LIMITED

Approximate Return of Traffic and Mileage for the the last 9 days of December 1900, on 139 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs a p	Mds	Rs a p	Rs a p	Rs a p			
Total traffic for the last 9 days of December	33 650	18 025 0 0	96 8[illegible] 0	7 716 0 0	—14 463 0 0‡	11,278 0 0	4,890	4,656	9,365
Or per mile of railway per week	201	108 0 0†	5[illegible] 0	43 0 0	—81 0 0	70 0 0			
For previous 25 weeks of half year*	828,256	3 41,376 0 0	30 23 10[illegible] 0	3 41 46[illegible] 0 0	25 445 0 0	7 08,283 0 0	96,278	120,715	216 993
Total for 26 weeks	861 906	3 59 401 0 0	31 18 7[illegible] 0	3 49 178 0 0	10 983 0 0	7 19 561 0 0	101,087	125,271	226,358
COMPARISON									
Total for corresponding 8 days of previous year	29 081	16 325 0 0	49 40[illegible] 0	752 0 0	8 133 0 0	25 210 0 0	5 824	2,512	8,336
Per mile of railway corresponding week of previous year	224	126 0 0	35 0	5 0 0	58 0 0	189 0 0			
Total to corresponding date of previous year	843 475	3 46 707 0 0	31,57 612 0	2 2[illegible],337 0 0	29 498 0 0	5 98 602 0 0	122,851	94,503	217,354

* Audited up to week ending 17th November 1900
† Coaching traffic calculated on 130 miles only
‡ Includes adjustment of Rs 20,753 for hire of vehicles transferred to Abstract G

BENGAL AND NORIH WESTERN RAILWAY

Approximate Return of Traffic for the last 9 days of December 1900, on 1,162 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated) including steam boat	Total earnings	Traffic Train miles run		
	No of passengers	Receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs	Mds	Rs	Rs	Rs			
Total traffic for the period on 1 162 miles open	156 570	(a)64 740	10,95,120	(b)96 210	(c)15 350	1 76 300	39 357	(d)34,025	73 382
Or per mile of railway	134 74	55 71	94	82·80	13 21	151 72			
For previous 25 weeks of half year (e)	3 877 720	14 87 063	1 21,21 588	12 98,291	3 36 601	31 21,954	779 963	637 490	1,417,452
Total for the half year	4 034 290	15 51 803	1,32 16 908	13 94 501	3 51 950	33 98 254	819,319	671,515	1,490 834
COMPARISON									
Total for corresponding period of previous year on 1 086 miles open	137 022	59 841	18 65 731	1 06 448	50 613	2 16,602	30 568	(f)31 102	61 670
Per mile of corresponding period of previous year	126 29	54 88	1 71[illegible]	98 11	46 65	199 64			
Total to corresponding date of previous year	3 467 298	13 28 120	1,72 65 162	14 11 427	4 08 138	35 47,685	693 261	716 360	1 409 638

(a) Increase under coaching is due to improved traffic generally and on [illegible] earnings more than the corresponding period of last year
(b) Decrease under goods is due to the traffic last year being abnormal
(c) under other earnings is mainly due to the adjustment of Rs 3[illegible] on account of mileage and demurrage charge on rolling stock made in the corresponding period of last year
(d) Includes 4 87[illegible] miles of ballast trains run on open line
(e) audited figures up to week ending 17th November 1900
(f) 2,562 miles of ballast trains run on open line

SEGOWLIE-RAKSAUL BRANCH RAILWAY

(WORKED BY THE B & N-W RAILWAY)

Approximate Return of Traffic for the last 9 days of December 1900, on 18 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	Passengers carried	Receipts	Weight carried	Receipts			Coaching	Merchandise	Total
	No	Rs	Mds	Rs	Rs	Rs			
Total traffic for the period on 18 miles open	2 021	501	15 094	502	101	1 104	305	19	324
Or per mile of railway	112 72	27 83	838 56	27 89	5 61	61 33			
For previous 25 weeks of half year (a)	28 870	5 114	1 50,346	4,366	351	9,831	3 780	1 586	5,366
Total for the half year	[illegible]	5 615	1 6[illegible],440	4 868	452	10 935	3,985	1,705	5,690
COMPARISON									
Total for corresponding period of previous year on 18 miles open	1,850	277	10,152	241	10	528	216	72	288
Per mile of corresponding period of previous year	102 78	15 41	564 00	13 37	0 56	29·34			
Total to corresponding date of previous year	11,770	2 348	100,667	2,852	234	5 434	1,760	796	2,556

(a) Includes audited figures up to week ending 17th November 1900

SEGOWLIE RAKSAUL BRANCH RAILWAY

(WORKED BY THE B & N.-W. RAILWAY)

Audited Return of Traffic for week ending 24th November 1900, on 18 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run		
	Passengers carried	Receipts	Weight carried	Receipts			Coaching	Merchandise	Total
	No	Rs A P	Mds	Rs A P	Rs A P	Rs A P			
Total traffic for the week on 18 miles open	1,823	438 14	10 739	221 2 8	16 6 0	671 7 1	160	92	252
Or per mile of railway	101 28	24 1 8	596 61	12 4 7	0 14 7	37 4 10			
For previous 20 weeks of half year	20,660	3 198 0 0	1,07 471	2 797 15 4	91 1 0	6 087 0 4	3 016	1 034	4,050
Total for 21 weeks	22 482	3,631 14 5	1 18 210	3,019 2 0	107 7 0	6 758 7 5	3,176	1,126	4,302
Comparison									
Total for corresponding week of previous year on 18 miles open	955	191 14 7	20 460	551 2 0	8 8 0	751 6 7	145	107	252
Per mile of corresponding week of previous year	53 06	10 10 7	1 136 67	30 9 11	0 7 5	41 11 11			
Total to corresponding date of previous year	3,886	792 11 7	70 973	1 805 6 0	91 2 0	2 719 3 7	781	461	1 242

ASSAM BENGAL RAILWAY

Approximate Return of Traffic for the last 9 days of December 1900 on 397 miles open for all descriptions of traffic, and an additional 59 miles for goods and parcels traffic only

	Coaching Traffic		Merchandise and Mineral Traffic		Other earning (estimated)	Total earnings	Traffic Train miles run		
	No of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	33 1 8	3 898 0 0	2 58 412 0	17,912 0 0	2,807 0 0	54 617 0 0	4 227	9 756	13 983
Or per mile of railway	83 62	8.. .9	542 99	41 08	6 44	132 91	10 6.	22 38	33 03
For previous 25 weeks of half year*	704 1.6	4 29 .20 0 0	54 33 960 0	8 46 096 0 0	27 201 0 0	8,02,977 0 0	83 933	203 1 1	287,124
Total for 26 weeks	737 364	4,33 18 0 0	56 92 503 0	8,64 008 0 0	30 068 0 0	8 57 594 0 0	88 160	212 947	301 107
Comparison									
Total for corresponding week of previous year	29,026	32 033 0 0	2 48 318 0	17,293 0 0	3,027 0 0	52 953 0 0	2,329	11 910	14 269
Per mile of railway corresponding week of previous year	79 38	86 66	622 87	43 6	7 09	137 74	6 18	30 08	36 26
Total to corresponding date of previous year	632,189	4,0 562 0 0	60 38 076 0	3 59,356 0 0	22,280 0 0	7 88 818 0 0	86 826	206 922	293,748

* Includes audited figures for week ended 1 th November 1900

FINANCIAL YEAR

Approximate Statement of Gross Receipts of the Assam Bengal Railway

Receipts for period ending 31st December 1900			Receipts for period ending 31st December 1899			Total receipts from 1st April 1900 to 31st December 1900			Total receipts from 1st April 1899 to 31st December 1899			Total increase in 1900	Total decrease in 1900
Mean mileage worked	Receipts	Per mile worked	Mean mileage worked	Receipts	Per mile worked	Mean mileage worked	Total receipts	Per mile worked per week	Mean mileage worked	Total receipts	Per mile worked per week		
	Rs	Rs		Rs	Rs		Rs			Rs		Rs	Rs
486	54 617	132 91	397	52 953	137 74	436	12,55 839		3 7	11 72 881		82 958	

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CONTENTS

THE EMBANKMENT AND DRAINAGE REPORTS FOR THE YEAR 1899-1900

No. 120*I*.

GOVERNMENT OF BENGAL—IRRIGATION DEPARTMENT

IRRIGATION

Dated Calcutta, the 18th January 1901

RESOLUTION

READ—

The Embankment and Drainage Reports for the year 1899-1900.

The expenditure incurred during the year on embankments and drainage works in Bengal, is shown in the following statement —

	1899 1900 Rs
I —Embankments—	
Class A, in Orissa	46,451
Class B, Schedule D, and other Government embankments	2,20,241
Class C, maintained under contract	87,075
Class D, maintained by annual apportionment of charges	13,579
II —Works undertaken under the provisions of the Drainage Act	11,774
III —Drainage works carried out at the cost of Government and not under the provisions of the Drainage Act	15,096
IV —Drainage works carried out under the provisions of the Embankment Act	6,813
Total	4,01,029

2. *I —Embankments maintained by the Irrigation Department.*—The public embankments in Bengal are of two kinds—

1st —Embankments the property of Government, which are maintained at the public expense

2nd —Embankments maintained by Government officers at the cost of the persons interested.

Of the first kind there are—

A —The embankments in Orissa, which are maintained under Act XXXII of 1855

B —The embankments enumerated in Schedule D of Act VI (B C.) of 1873, among which are included those of the Burdwan Raj estate taken over by Government in 1804, and some additional lengths which have at various times been added to the schedule under the provisions of section 43 of Act II (B.C) of 1882, as also three small embankments in the Pabna, Bogra and Purnea districts

Of the second kind there are—

C —The embankments of which the cost of maintenance is recovered from the persons interested by the payment of a fixed annual charge under a contract extending over a term of years not exceeding thirty, as provided for in sections 63-68 of Act II (B C.) of 1882.

D —The embankments of which the cost of maintenance is recovered from the persons interested by an annual apportionment of the actual charges

Embankments A in Orissa are also, for departmental purposes, further sub classed as follows —

Sub-class I.—Capital or Canal embankments constructed and maintained as part of the Orissa Canal system and intended to be above high flood-level

" II —Ordinary or Agricultural embankments on large rivers above high flood-level to be maintained permanently at their present height.

Sub-class III.—Embankments of local importance, such as marginal embankments outside canal embankments, which will probably be eventually abandoned

" IV.—Embankments of doubtful utility and harmful effect, which it is undesirable to retain

" V.—Embankments which have been abandoned and are not repaired

The capital embankments, sub-class I, are not treated of in this report

3. *Lengths of embankments and areas protected*.—The lengths of embankments in each class and the areas protected by them are shown below —

CIRCLE	Class	Length		AREA PROTECTED
1	2	3		4.
		Miles	Ft.	Acres
Sone	A	Nil		Nil
	B	Nil		Nil
	C	228	3,302	3,655,680
	D	57	3,910	306,400
	Total	286	1,932	3,962,080
South-Western	A	42	1,745	67,840
	B	1,114	1,187	3,433,779
	C	251	1,694	297,446
	D	8	1,456	79,571
	Total	1,416	802	3,878,636
Orissa	A	507	2,702	658,670
	B	Nil		Nil
	C	Nil		Nil
	D	Nil		Nil
	Total	507	2,702	658,670*
Northern ...	A	Nil		Nil
	B	3	4,477	2,427
	C	Nil		Nil
	D	6	1,694	17,042
	Total ...	10	891	19,469
	Abstract			
	A	549	4,447	726,510
	B ...	1,118	384	3,436,206
	C	479	4,996	3,953,126
	D	72	1,780	403,013
	GRAND TOTAL	2,220	1,047	8,518,855

* In addition to this, 543,695 acres are efficiently protected by the flood banks of canals and the canal embankments

In the Orissa Embankments, class A, which are situated in the South-Western Circle, there was a decrease of 2 miles 1,600 feet, due to the abandonment of the embankments in parganas Soro, Simhat, tapo Pasanda and Baleekhand, in the district of Balasore, where the new settlement has come into force. There was no change in the portion of the embankments lying in the Orissa Circle. Revised schedules of the embankments have been prepared by the Superintending Engineer, Orissa Circle, but they have not yet been submitted for approval of Government. In class B Embankments, there was an increase in the Northern Circle of 1,850 feet caused by the addition of the spur embankment constructed along the new channel of the Panar river to protect the civil station of Araria against the encroachment of the river. In

class C, there was a decrease of 136 feet in the South-Western Circle, and in class D a corresponding increase of 136 feet, due to the transfer of the Rajbundi bund maintained for the benefit of Hoodah No. 8 in the Cossye Division, in the Midnapore district.

4. *Floods.*—During the year, there were no high floods in any of the rivers in the Orissa Circle. In the Sone Circle, the floods in the Ganges were of ordinary character. The floods which occurred in the Gandak river on the 29th July 1899 were very high. They did great damage to the Champaran Embankment and breached it in the 31st mile. There were heavy floods in the Bolan river running on the north of the Bazitpur Embankment. They did considerable damage to crops, &c. There were no high floods in any of the rivers in the South-Western Circle, and consequently no damage was done to any of the embankments. In the river Damodar there were six floods, the highest one occurred on the 15th July. It was 2 feet 4 inches lower than the highest flood level on record. These floods did no injury to the embankments on both banks of the Damodar, but considerably damaged the spurs across the Bangacha and Lakia breaches. At Kumnkhola on the right bank of the Damodar, about 3 miles above the head works of the Eden Canal at Joojooty, the breach formed during the flood of 1898-99 was widened and deepened, and as it threatens to divert the main stream, steps for closing it will be taken next year. In the Ajai river there were also three floods. The highest one occured on the 15th July 1899. It was 2 feet 5 inches higher than the highest flood on record in 1881. These floods did great damage to the existing river protective works, but the embankments and sluices were safe. It was only in the 6th mile of Schedule D Embankment No. 29 that a serious encroachment was made, and it will be necessary to construct a retired line at this place. The flood in the Bhagirathi was slightly above the average. The river began to rise from 24th May, and on the 3rd August the reading of the Berhampore gauge was 28 feet 8½ inches or 1.02 inches lower than the flood-level of 1898-99, but no injury was done to the Laltakuri bund.

In the Northern Circle, there were very high floods in the Panar river. On the 26th September the highest flood-level was 4.65 feet above the bank. Of the four spur embankments constructed for protecting the civil station at Araria against the encroachment of the Panar river, spur No. I was cut 96 feet inland and spur No. II, 2 feet. No cut was made in spurs Nos. III and IV. The spur of *sal* piles against the earthen bund over the Panar was upset and buried deep under sand. No breaches occurred in the Belwa bunds which were kept in good repair. There were no high floods in any of the rivers in the Malda, Bogra, Pabna and Bhagalpur districts, and consequently no breaches occurred in the embankments.

5. *Original Works.*—During the year Rs. 2,653 were expended in completing the two refuge mounds at Manjeli and Bagalpur on the Sunkarsahi island in the Daib river in Orissa. The raised pathway at Cowpara was also completed. The Bhugwangola retired line in the Nadia Rivers Division in the South-Western Circle, on which Rs. 52,408 were expended during the year 1898-99 was practically completed, except half the turfing and part of the opening left at the Gobra Nadi. A berm was made in the 1st and 2nd portions of the 2nd mile, as also in a portion of the ring bund behind the Gobra crossing. The amount expended during the year was Rs. 11,953. An estimate amounting to Rs. 48,371 has been sanctioned by Government for protecting the country and the Bengal Nagpur Railway in the neighbourhood of Kharagpur from floods in the Cossye river. It provides for raising Embankment No. 97 to 3 feet above the flood of 1898, and for diverting the Orissa Trunk Road along the raised embankment. The work is about to be commenced. Half the cost is to be borne by the Bengal-Nagpur Railway Company, and the other half charged to the grant for agricultural works. In the Northern Circle, Rs. 1,380 were expended for strengthening the spur bunds of the Panar river in the Purnea district. There was no expenditure on original works in the Sone Circle.

6. (*a*) *Ordinary Repairs.*—In the Orissa Circle the cost of ordinary repairs to Government embankments during the year was Rs. 18,714 as compared with Rs. 17,870 in the previous year, showing an increase of Rs. 844 only, but it was less than the average of the previous five years by Rs. 12,966. In the South-Western Circle the expenditure incurred on ordinary repairs to Schedule D and other Government embankments was Rs. 1,34,622 against Rs. 1,25,523, showing an increase of Rs. 9,099.

The expenditure on embankments in the Burdwan district was Rs 19,034 against Rs. 18,716, or Rs. 318 more The increase was due to extensive repairs done to the Damodar and Ajai Embankments and to repairs to spur works at Susanpore and to bungalows on the Ajai Embankment.

In the Hooghly district the cost of repairs was higher, being Rs. 17,409 against Rs. 16,746. The increase of Rs 663 was due to thorough repairs executed to the Mohisrekha bungalow In the Midnapore and 24-Parganas districts there was increased expenditure of Rs 5,645 and Rs. 3,718 respectively The increase in Midnapore was owing to extensive repairs found necessary to embankments in the Cossye Division, and that in the 24-Parganas was on account of special repairs to some miles of embankments which were in a bad condition in the Seijbaria and Surajpur subdivisions of the Northern Drainage and Embankment Division

The outlay on the Orissa Embankments in the Balasore district was also higher, being Rs 10,220 against Rs 8,749, or Rs 1,471 in excess This excess was due to the work of raising the Bhograi Embankment For raising the sea-dyke crest (Schedule D Embankment No 39) in the Balasore Division from 128·00 to 129 00, a revised estimate amounting to Rs 10,170 was sanctioned, and Rs 5,400 were spent on the work during the year

The amount spent during the year on repairs to the embankments in the Birbhum, Murshidabad, Nadia and Rajshahi districts was less than that in the previous year The Government embankments were all maintained in efficient condition during the year.

The outlay incurred during the year on repairs (exclusive of Establishment and Tools and Plant charges) to the C class (Takavi) embankments in the Midnapore district was Rs 43,377 against Rs 60,756 in the previous year, showing a decrease of Rs. 17,379 The reduction is due to the absence of expenditure on flood damage repairs

For maintaining the Joki Takavi Embankment Rs. 427 were spent during the year and charged against "Agricultural" under "43—Minor Works and Navigation" The contracts entered into both for the Midnapore Embankments and this embankment will expire on the 31st March 1901 The total expenditure incurred on the maintenance of the D class Takavi embankments and sluices in the Midnapore, Hooghly and 24-Parganas districts was Rs 1,179 against Rs. 1,177 in the previous year.

The expenditure on each of this class of embankments, the recoveries made, and the balance remaining uncollected at the end of the year under review have been shown in Appendix C.

In the Sone Circle, where there are no Government embankments, the total expenditure incurred during the year on the C class (Takavi) embankments in the Gandak Division was Rs 43,271 against Rs 37,841 in the previous year, showing an increase of Rs 5,430, which is mainly due to the construction of a retired line at Surajpur in the 31st mile of the Champaran Embankment where a breach occurred On the Tirhut Embankment the expenditure during the year was Rs. 10,539 against Rs 11,906 in the previous year, on the Saran Embankment (exclusive of Rs 639, being cost of Siwan bungalow) Rs 20,270 against Rs 19,313, and on the Champaran Embankments Rs. 12,462 against Rs. 6,622, or Rs 5,840 in excess.

The expenditure incurred on repairs to the D class embankments was Rs. 14,778 against Rs 8,642 in the previous year. On the Turki Embankment Rs. 8,375 were expended against Rs 5,944 in the previous year The increase of Rs. 2,431 is due to the cost of repairing the damage done by the floods of September 1898 The cost of maintaining the Bazitpur and Monghyr Embankments during the year was Rs 6,224 and Rs. 129, respectively At the 29th mile of the Bazitpur Embankment the river protective works were repaired, and some new spurs were constructed at a cost of Rs 1,969. On the maintenance of the Sukri bund in the Gaya district Rs. 50 were expended during the year. The highest flood did not reach its toe It is now of no use. The income from grass and land is increasing rapidly, and will soon more than cover the cost of maintenance.

In the Northern Circle, Rs 712 were expended during the year on repairs to the Government embankments in the Malda and Pabna districts against

Rs. 757 in the previous year. There was no expenditure on the embankment in the Bogra district during this year and the previous year The expenditure on repairs to the D class embankments in the Bhagalpur and Purnea districts was Rs 901 against Rs 964

7. *Breaches*—Owing to the absence of high floods in the rivers there were no breaches in any of the embankments in the Orissa Circle during the year. In the South-Western Circle Rs. 53,194 were expended for filling breaches and executing flood damage repairs to the embankments in the Burdwan, Hooghly, Midnapore, Murshidabad and 24-Parganas districts against Rs 51,268 in the previous year In the Sone Circle there was only one breach in the 31st mile of the Champaran Embankment at Surajpur caused by the rapid encroachment of the river on the land towards the Champaran side There were no breaches in the embankments in the Northern Circle.

8 *Retired lines*—In the Orissa Circle the expenditure incurred during the year in constructing retired lines of embankments was only Rs. 1,127, or Rs 700 less than that of the previous year, which was stated in the report for 1898-99 as the lowest figure for the last five years, the average for which is Rs 10,584 In the South-Western Circle Rs 41,202 were expended during the year against Rs 16,084 in the previous year, showing an increase of Rs 25,118 The major portion of the retired lines was in the Hooghly district, where the expenditure was less than in the year 1898-99, but in all other districts, viz, Burdwan, Midnapore, Murshidabad, 24-Parganas and Balasore, the cost was much in excess. In the Takavi embankments under contract in the Midnapore district, two retired lines were constructed during the year, one at Monibpore in the 4th mile of No 1 Cossye Right Embankment, and another at Kutubpore in the 18th mile of No 3 Cossye Left Embankment, at a cost of Rs 1,628 and Rs 1,290 respectively

There was a total expenditure of Rs 18,885 in the Sone Circle, of which Rs 4,176 were expended on a retired line in the 31st mile of the Champaran Embankment, and Rs. 14,709 on two retired lines in the Saran Embankments

No retired lines were constructed during the year in the Northern Circle, nor was there any expenditure under this head

9. *River Protective Works*—About half the whole cost of maintaining the Orissa Embankments was incurred on revetment and river protective works.

The more important of the works of this class were—

- Repairs to Katjuri revetment at Cuttack
- Repairs to groynes at Bogla at 7th mile of the Machgong canal.
- Repairs to the revetment at Nilkantpur on the Brahmini river, and the construction of a spur at the same place
- Repairs to the protective works on the right bank of the Brahmini river above Jenapur

The total cost under this head was Rs 15,633 against Rs. 20,593 in the previous year, or Rs 4,960 less

In the South-Western Circle no important river protective works were carried out during the year.

The expenditure during the year on river protective works in the Sone Circle is shown below —

	Rs
C Class Embankments	
Saran Embankments	1,913
Champaran Embankment ..	1,918
Tirhut Embankment . ..	5,976
D Class Embankments	
Turki Embankment .	1,481
Bazitpur Embankment	1,969
Total ..	13,257

The expenditure on the Saran Embankements protective works was Rs. 1,354 less than that of the previous year. In the Tirhut Embankment it was Rs 1,589 in excess. In Turki Embankment it was the same as last year, while in the Bazitpur Embankment there was an increase of Rs. 282.

There was no expenditure under this head in the Northern Circle.

10. *Financial*—The actual cost of repairs to the Orissa Embankments (class A), exclusive of charges for Establishment and Tools and Plant, was Rs. 46,451 against Rs. 49,883 in 1898-99, showing a decrease of Rs. 3,432, the rate per mile being Rs 84 against Rs. 90 The expenditure on class B embankments was Rs 2,20,241 against Rs. 1,84,883, or at the average mileage rate of Rs 197 against Rs 165 in the previous year. As regards class C embankment maintained by Government under the contract system, the actual cost of repairs was Rs. 87,075 against Rs 99,040, showing a decrease of Rs. 11,965, the average rate per mile being Rs 181 against Rs. 206 in the previous year.

The sums payable under contract for class C embankments compared with the maintenance charges, including book charges for Establishment and Tools and Plant, are shown in the following statement, together with the amount recovered during the year and the balance remaining to be recovered —

Year	Midnapore District		Saran District		Champaran District		Muzaffarpur District		Total		Recoveries	Balance to be recovered	Surplus	Deficit
	Maintenance charge	Contract amount	Maintenance charge	Contract amount	Maintenance charge	Contract amount	Maintenance charge	Contract amount	Maintenance charge	Contract amount				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
1881-82	53,[illegible]	55,000	4,114	23,9[illegible]0					57,123	78,900	Details not obtainable			
1882-83	66,820	55,000	70,[illegible]	23,[illegible]					1,43,258	78,[illegible]				
1883-84	45,3[illegible]	55,00[illegible]	[illegible]	23,[illegible]					1,13,[illegible]	78,900				
1884-85	30,164	55,000	[illegible]	23,900	9,033	13,000	[illegible]	10,415	1,57,2[illegible]	1,0[illegible]				
1885-86	52,589	5[illegible],000	18,[illegible]	23,900	10,[illegible]	13,000	14,[illegible]	10,41[illegible]	95,[illegible]	1,03,[illegible]				
1886-87	40,009	5[illegible],050	[illegible]	[illegible]	10,[illegible]	13,000	[illegible]	10,415	8[illegible]	1,03,[illegible]				
1887-88	45,198	55,000	[illegible]	[illegible]	[illegible]	13,000	17,[illegible]	10,4[illegible]	1,[illegible]	1,0[illegible]				
1888-89	48,121	50,000	2[illegible]	2[illegible]	[illegible] 07	13,000	18,719	10,41[illegible]	1,29,798	1,0[illegible],415				
1889-90	[illegible]	55,000	31,757	23,900	[illegible]	13,000	18,801	10,41[illegible]	1,51,[illegible]	1,0[illegible]				
1890-91	[illegible]	55,[illegible]	17,[illegible]	23,900	[illegible]	13,0[illegible]	10,5[illegible]	10,415	1,2[illegible]	1,02,415				
1891-92	20,291	55,000	31,[illegible]	[illegible]	[illegible]	13,050	9,318	10,415	1,21,[illegible]	1,0[illegible]				
1892-93	5[illegible]	[illegible]	[illegible]	23,000	38,818	13,000	21,[illegible]70	[illegible]	1,40,[illegible]	1,0[illegible]	1,04,1[illegible]	42,0[illegible]		37,9[illegible]
1893-94	7[illegible]	55,000	30,[illegible]	[illegible]	[illegible]	13,000	10,038	10,41[illegible]	1,[illegible]	1,[illegible]	1,0[illegible],045	[illegible]		4,2[illegible]
1894-95	[illegible]	65,297	31,880	[illegible]	1[illegible]	13,0[illegible]	[illegible],211	10,415	1,50,970	1,02,[illegible]	[illegible]	81,[illegible]		45,3[illegible]
1895-96	48,71[illegible]	[illegible]	2[illegible]	[illegible]	[illegible]	13,[illegible]	13,[illegible]	10,41[illegible]	1,2[illegible]	1,0[illegible],012	7[illegible]	7[illegible]		17,[illegible]
1896-97	5[illegible]	55,[illegible]	47,[illegible]	[illegible]	11,2[illegible]	13,000	10,8[illegible]	10,41[illegible]	1,[illegible]	1,0[illegible],012	1,[illegible]10	58,[illegible]		[illegible]755
1897-98	4[illegible]	55,[illegible]	8[illegible]	[illegible]	1[illegible]	1[illegible],000	14,7[illegible]	10,41[illegible]	1,0[illegible]	1,[illegible],012	1,00,[illegible]	[illegible]		9[illegible]
1898-99	8[illegible],030	5[illegible]	[illegible]	23,900	9,8[illegible]	13,000	17,7[illegible]	1[illegible]	1,[illegible]	1,0[illegible]	1,0[illegible]	4[illegible]		3[illegible]
1899-1900	6[illegible]	5[illegible],697	[illegible]	[illegible]	10,[illegible]	1[illegible],000	14,2[illegible]	10,41[illegible]	1,[illegible]	1,02,012	[illegible],318	4[illegible]		1[illegible],871
Total	9,72,887	10,18,[illegible]	[illegible]	[illegible]	1,80,[illegible]	[illegible],08,050	3,01,[illegible]	1,[illegible]	3,06,[illegible]	18,77,122	18,34,308	42,814		

NOTE —The figures in columns 2 to 11 are supplied by the Superintending Engineers of Public Works Department Circles and those in columns 12 and 13 by the Board of Revenue The net demand of 1899-1900 as shown by the Board is Rs 1,4[illegible],332 It has been arrived at by adding the demand of the year 1899-1900 Rs 1,02,97[illegible], with the arrears due from previous years, Rs 45,323 minus [illegible] advance payment at credit Rs 5,[illegible] The balance to be recovered Rs 42,814 (column 13), is the difference between the net demand, Rs 1,4[illegible] minus the recoveries during the year Rs 99,[illegible]18 (column 12) The difference between the maintenance charge and the contract amount (columns 10 and 11) is shown in columns 14 and 15 The total recoveries Rs 18,34,308 (column 12) is the difference between the total contract amount Rs [illegible]12 (column 11) and the balance to be recovered Rs 42,814 (column 13) As the Board deal with the advance payment and credit the amount of annual demand given by them differs from the contract amount supplied by Superintending Engineers

It will be seen from the above figures that Government is, on the whole, a loser by Rs. 16,871 on the working of the year under review The total outstanding balance to be recovered amounts to Rs 42,814 This shows a reduction of Rs. 2,510 only in the balance (Rs 45,324) remaining uncollected at the end of the previous year The gradual reduction in the uncollected balance from year to year since 1894-95 may be considered fairly satisfactory, but the outstandings are still larger than it is thought they ought to be and the Board of Revenue will be addressed on the subject.

The maintenance charges during the year in all of the districts were in excess of the amounts fixed as payable under the contract system. In Midnapore the excess was Rs. 4,608, in Saran Rs 4,466, in Champaran Rs. 3,922 and in Muzaffarpur Rs 3,875. Since the introduction of the contract system there has been excess expenditure in Midnapore in seven years only, owing to heavy cost of repairing damages done to the embankments by high floods. In Saran, Champaran and Muzaffarpur the expenditure has generally been in excess. It was less only in four years in Saran, three years in Champaran, and one year in Muzaffarpur, since the contract system was introduced there.

The actual outlay (inclusive of charges for establishment and tools and plant) incurred during the year on class D Embankments and sluices (Appendix C) was Rs. 27,116, and the amount outstanding from the previous year was

Rs. 27,319 Out of the total amount Rs 54,435 the recoveries and adjustments made by the Civil Department were Rs 10,519, the balance unadjusted at the end of the year was Rs. 43,916

The usual statement supplied by the Board of Revenue is appended, as Appendix B The figures therein given are shown in a more concise form in the following table The recoverable amount of demand falling due during the year was Rs 43,103, the amount collected inclusive of remission (Rs. 472) was Rs 29,481, the recoveries falling short of the amount of the demand were therefore, Rs 13,622 —

	Due during the year		Falling due in subsequent years		Total	
	Column of Board's return	Amount	Column of Board's return	Amount	Column of Board's return	Amount
1	2	3	4	5	6	7
		Rs		Rs		Rs
Outstanding advances	6	39 469		2,49,000	2	2,88,469
Advances of the year	7	1 674		2 44 738	3	2,46,412
Interest	8	1,017			8	1,017
	9	937			9	937
	10	6			10	6
Total		43 103		4 93,738		5,36,841
Collections of the year, including remissions	17 and 18	29 481			17 and 18	29,481
Outstanding balance	26	13 622	27	4,93,738	26 and 27	5,07,360
Total		43 103		4,93,738		5,36,841

11 The returns showing the amounts expended on the Agricultural public works and Miscellaneous and Sanitary improvements carried out in Government or temporarily-settled estates in Bengal by Civil Officers from the grant placed at the disposal of the Board of Revenue have been discontinued from the current year under the orders of the Government of Bengal, Revenue Department (No 1083T —R, dated 8th September 1900)

12 *Works undertaken under the provisions of the Drainage Act, No VI (B C) of 1880* —There are four drainage works, viz, Dankuni, Howrah, Rajapore and Barrajolla They all lie in the southern part of the Hooghly district in Bengal, and are in charge of the Superintending Engineer, South-Western Circle All of them have been completed and their maintenance charges capitalized, the average annual amounts fixed for the purpose being Rs 4,390 and Rs 2,000 for the Dankuni and Howrah drainage projects, and Rs. 5,000 for the combined Rajapore and Barrajolla schemes.

The areas drained and benefited by the three drainage schemes, as also the total cost, including the capitalized sum for future maintenance charges with interest apportioned by Government as recoverable from the zamindars and land-owners benefited, are shown below —

Drainage Scheme	Area drained Sq miles	Area benefited Sq miles	Total cost apportioned.
			Rs
Dankuni	62	19	5,71,986
Howrah	49½	21	5,24,924
Rajapore and Barrajolla	257½	65	14,51,174

The drainage works were all efficiently maintained during the year. The cost of maintenance compared with the previous year is as follows:—

	1898-99	1899-1900
	Rs	Rs.
Dankuni	1,640	6,404
Howrah	1,899	1,094*
Rajapore	3,807	3,792*
Barrajolla	943	484

* Includes Rs 265 and Rs. 590, respectively, being portions of the Drainage Deputy Collector's salary charged against the grants for the Howrah and Rajapore schemes

The maintenance charges of the Howrah and Rajapore drainage schemes were less than the amounts fixed for their maintenance, but the charges of the Dankuni scheme showed an increase of Rs 2,014. The excess was due to extensive silt clearance done during the year.

During the year no advances were made under the Drainage Act in any of the districts in the Burdwan Division.

In the Bhagalpur Division a scheme for the drainage of the marsh known as "Anno Sorobor" in Rajmahal lying to the north and west of the Tinpahar railway line was sanctioned at an estimated cost of Rs. 6,000 in Bengal Government letter No 3691., dated 20th March 1899, to be carried out under the provisions of the Bengal Drainage Act. During the year Rs 1,321 were spent, and for reallotting the balance, Rs. 4,679, for expenditure during 1900-1901, sanction of the Financial Department was asked for in Bengal Government letter No 152T.—I.A, dated 12th September 1900.

Efficiency of the drainage works.—All drainage works were maintained in an efficient condition. There was an income of Rs 4,730 against Rs 3,533 in the previous year, principally derived from land, fisheries, tolls on boats, &c.

The sluices were used both for irrigation and drainage purposes, and good crops were obtained from the area assessed for the cost of the schemes

13. *Drainage works carried out at the cost of Government, and not under the provisions of the Drainage Act*—The outer bund of the Surpai sluice channel was cut for drainage on the 16th June, and Rs 475 were spent on removing the earth by hand and dredger It was reconstructed on the 26th November last, and Rs 560 were spent on earthwork

The Baliaghai branch drain was closed for silt clearance from 8th February to 16th June 1900 for silt clearance by hand, and Rs. 5,640 were expended against an estimate amounting to Rs. 15,131 sanctioned for the work Some dredging was done in it before the rains and silt was removed at a cost of Rs. 328. Silt was also cleared from the Lakhi, Barunda, Akgariah, Sadar Thacoorchuck and Utterbaria, Palabonee and Kantibari Khas Tahsil khals, at an aggregate cost of Rs 6,268. On repairs to the Bullee Bhil drainage works Rs. 1,825 were expended against Rs. 1,252 in the previous year, showing an increase of Rs. 573. The excess expenditure was due to heavy repairs to sluice regulator and escape channel. The revenue from the Bhil channel is realised by the Collector of 24-Parganas.

14. *Drainage works carried out under the provisions of the Embankment Act, No. II (B C.) of 1882.*—The irrigation sluice at Ahmedpore, in mile 22-23 of Schedule D Embankment No. 61, in the 24-Parganas district, was completed during the year at a total cost of Rs. 6,072. The expenditure of the year was Rs. 341 only.

The Kaorotala sluice in mile 25-26 of the same embankment was completed during the year at a total cost of Rs. 6,337 The expenditure of the year was Rs 3,594. It has been proposed to defer the construction of the sluices in the Udbadal circuit till something definite is arrived at about the drainage of the tract through the Sadar khal It has also been decided not to construct a sluice in the 22nd mile of the Kalinagar-Hansia Embankment, as the embankment there is of very small dimension

The reconstruction of the Rajakhali sluice was sanctioned during the year. The estimated amount of Rs 4,447 was recovered in full from the Raja of Moisadul, and Rs. 2,500 were spent.

The re-excavation of the Protapkhali sluice channel was sanctioned by the Government of India, Finance and Commerce Department, in March 1900 under Chapter II—Loans, under the Drainage and Embankment Acts, and Rs 16,031 were allotted as budget estimate, 1900-1901, for expenditure on the work As a long time has elapsed since the original estimate, amounting to Rs. 12,724, was sent up for sanction, and as in the meantime a large amount of silt has deposited in the khal, necessitating the revision of the original estimate, a revised estimate is under preparation The work will be taken in hand in February 1901, and the cost will be apportioned to the zamindars benefited under section 58 of Act II (B.C.) of 1882.

An application was received during the year from the zamindars and raiyats for remodelling the Daman sluice, which was originally constructed for

drainage purposes, to adapt it for irrigation purposes, and the petitioners were told that the question would be considered if they were prepared to deposit the cost of remodelling the sluice, which would probably be about Rs. 2,000

The drainage of the south-eastern portion of the 24-Parganas district is still defective To remedy this, the Executive Engineer, Northern Drainage and Embankment Division, has induced the zamindars concerned to come forward with applications for sluices in places where drainage cuts were previously allowed The necessary preliminaries are being carried out for the excavation of the silted channels of Arapanch, Surjipore and Patnighata sluices. The encroachment of the Bidhyadhari river at Bansra continues, and the Eastern Bengal State Railway have found it necessary to retire their line, which now runs along the crest of the retired embankment for about half-a-mile. The necessary length of embankment has been made over to them.

Thirteen cases were instituted during the year for erecting bunds within the prohibited areas of Matai, Rasalpore and Haldi rivers and on the bank of the Peechabonee khal outside the sea dyke Of these, convictions were obtained in 12 cases, and one case was withdrawn.

ORDER—Ordered that a copy of this Resolution and of its Appendices (A to C) be published in the supplement to the *Calcutta Gazette*, and submitted to the Government of India, Public Works Department, for information.

Ordered also that copies of the Resolution and of its Appendices (A to C) be forwarded to the Secretaries to the Government of Bengal in the Revenue and Financial Departments, Secretary to the Board of Revenue, Lower Provinces, Commissioners of the Presidency, Burdwan, Patna, Bhagalpur, Rajshahi, Dacca, Chittagong, Chota Nagpur and Orissa Divisions, Director-General of Statistics, Superintending Engineers of the Orissa, South-Western, Sone, and Northern Circles, and Examiner, Public Works Accounts, Bengal, for information

By order of the Lieutenant Governor of Bengal,

R B BUCKLEY,

Secretary to the Govt. of Bengal.

APPENDIX A.

List of public Embankments in Bengal in charge of Government Officers, showing their lengths and the actual cost of repairs (without charges for Establishment) during the year 1899-1900

Name of Civil Division	District.	Miles of Embankments						Expenditure of the year on works and repairs								
		Maintained at the expense of Government.		Maintained at the expense of the persons benefited			Total miles of embankments	Class A		Class B.		Class C			Class D	
				Under contract	By annual apportionment of charges	Total		Total.	Rate per mile	Total	Rate per mile	Total	Rate per mile.	Contract rate.	Total	Rate per mile.
		Class A	Class B	Class C	Class D*											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
	ORISSA EMBANKMENTS	M FT	M FT	M FT	M FT	M FT	M FT	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs.
Maintained under Act XXXII of 1855. Orissa	Balasore	60 4 592	..				60 4 592	11 3[illegible]9	186							
	Cuttack	231 3 759			..		231 3 759	[illegible]4,486	[illegible]							
	Puri	257 1 346					257 1 346	10 [illegible]6	40							
	Total Orissa Embankments	549 4 447		..			549 4 447	46 451	84					..		..
	EMBANKMENTS OTHER THAN ORISSA															
Maintained under Act II (B C) of 1882. Patna	Muzaffarpur		.. ..	58 400	27 3 240	79 3 640	79 3 640	..		..		10 539	208	10,415	8,375	303
	Darbhanga				17 3 960	17 3 960	17 3 960								3 755	211
	Saran			119 4 222		119 4 222	119 4 222	..				20,270	169	23 900	..	
	Champaran			3 3 9[illegible]0		[illegible]	[illegible] 3 0[illegible]0					2,402	223	13 0[illegible]		
	Gaya				1 [illegible]	[illegible]	1 [illegible]								50	44
	Total			225 [illegible]	44 2 [illegible]	275 [illegible]	275 [illegible]12					45 371	1[illegible]0	4 [illegible]31	12 1[illegible]0	202
Bhagalpur	Bhagalpur				3 2 460	3 2 460	3 2 460								740	219
	Malda		2 2 204				2 2 214			620	2 9					
	Purnea		0 1 460		2 4 014	2 4 014	3 584			1 350	3 038				121	44
	Monghyr		..		11 1 320	11 1 320	11 1,320								129	11
	Total		2 4 064		17 3,014	17 3 014	2[illegible] 1 [illegible]			2 006	72[illegible]				1 030	59
Rajshahi	Rajshahi		6 4 703				6 4 703			703	102	..				.. ..
	Pabna		0 5 055				0 5 055			86	90					..
	Bogra		0 48				0 648			Nil	Nil					..
	Total	..	7 [illegible]				7 5 126			789	100			...		..
Presidency	Murshidabad		95 0				95 0			12 827	135					...
	Nadia		0 4 000				0 4 000			44	45					
	24-Parganas		218 3 522		2 1 320	2 1 320	218 4 842			46 342	214				(−) 41	..
	Total	..	312 2 242		2 1 320	2 1 320	314 3 [illegible]			59 203	190				(—) 41	
Burdwan	Burdwan		82 1 100			..	82 1 100			2 146	27					
	Birbhum	..	3 1 320		..		3 1 320			913	278					
	Hooghly		164 3,365		6 0	6 0	170 3 3[illegible]	..		29 946	175				390	65
	Midnapore	..	544 4 297	251 1 694	0 136*	251 1 830	[illegible] 847		..	1 0 348	197	43 804	174	55 697	20	776
	Total		7[illegible]4 4 [illegible]	251 1 694	6 136	257 1 830	1 052 1 352			1 58 243	199	43 804	174	55 697	410	63
	Total embankments other than Orissa		1 113 384	479 4 996	72 1 789	552 1,406	1 6[illegible]0 1 890		..	2 20 241	197	97 075	151	1 03 012	13,579	188

* Rajbundi bund maintained for the benefit of drainage of Hoodah 8 in the Cossye Division has been transferred from class C to class D Embankments

APPENDIX B

[Compiled by the Board of Revenue]

Return No XXVIII, showing the demands, collections and balances on account of advances under the Embankment Act, II (B C) of 1882 for the year 1899-1900

Divisions and Districts.	Outstanding advances.			Unrecovered interest of previous year	Classification of the demand of the year						Collections						Remissions	Balances.									Received in advance during the year on account of future instalments	Remarks
																		Principal			Interest.							
	Total amount advanced in previous years outstanding on 1st April 1899	Total amount advanced during the year	Total of columns 2 and 3		Amount due during the year out of the sum shown in column 2.	Amount due during the year out of the sum shown in column 3	Unrecovered interest of previous years i.e. amount shown in column 5	Interest payable on account of sums in column 6 i e interest made payable with the instalments of principal, and interest chargeable during the year on failure to pay instalments on the due date	Interest similarly payable on account of sums in column 7	Total of five preceding columns	On account of column 6.	On account of column 7	On account of column 8	On account of column 9	On account of column 10	Total		Due on account of column 6	Due on account of column 7	Total.	Due on account of column 8	Due on account of column 9	Due on account of column 10	Total	Total of columns 21 and 25	Not due during the year out of the total in column 4		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs	Rs	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs	Rs.	Rs	Rs.	Rs	Rs	
BENGAL.																												
Burdwan Division																												
[illegible]bhum	1,478		1 475		57			74		131	57			74		131										1 421	..	
[illegible]dnapore ..	40 404	389	49 793	59	20,665	389	59	322	2	21 437	14 698	389	59	290	2	15 429		5 967		5 967		48		48	6,009	25,739		
[illegible]ghly ..	1,774	919	2 693	12	1 706		12			1 718	978		9			967	472	256		256	3			3	259	957	12	
Total	53,656	1 308	53 964	71	22,4 8	389	71	396	2	23 286	15 733	389	68	354	2	16 546	4 2	6 223		6 223	3	48		45	6 268	31 147	12	
Presidency Division.																												
[illegible] ..	2,11,992	2,34,364	4,46,356		1,768			12		1 780	1 227			12		1 239		541		541					541	4,46,588		
Total	2,11,992	2 38,364	4,46,356		1 768			12		1 780	1 227			12		1 239		541		541					541	4,46 588		
BIHAR.																												
Patna Division.																												
[illegible]	433	115	547	32	433	115	32	..	4	553	226	43	23			292		206	72	278	9		4	13	291	..	21	
[illegible] ...		1	1			1				1		1				1											1	
[illegible]ffarpur ...	17 994	6,802	24,806	172	9 446		172	216		9 836	5,996		128	56	..	7,180		3,450		3,450	44	162	..	206	3,656	15 450	210	
[illegible]bhanga	3,808	553	4,361	742	3,808		742	259		4,409	3 193		143			3 336		615		615	599	259		858	1,473	553		
Total ...	22,234	7,371	29 805	946	13,686	116	946	477	4	15 239	9 415	44	294	56		9 809		4,271	72	4 343	652	421	4	1 077	5,420	16,003	232	
Bhagalpur Division.																												
[illegible]nghyr	1,507	260	1, 67	..	1,507	260		52	..	1 819	316	58	..	52	..	476		1 191	202	1 393					1,393		13	
[illegible]galpur		802	802			802		...		802		802	..			802								..	..			
[illegible]nea	80	107	187	..	80	107		...			... 80							..							..			
[illegible]lda		...		..	..			..	..	187		107		..		187					..	..			..			
Total ..	1,587	1,169	2,756		1,587	1,169	...	52		2,808	396	967		52		1 415		1 191	202	1 393		...		...	1 393		13	
GRAND TOTAL ...	2,88,689	2 46,412	5 34 881	1,017	39 460	1 674	1 017	987	6	48 168	26 771	1 400	362	474	2	29,009	472	12,328	274	12,500	655	463	4	1,132	13,632	4,98 738	237	

APPENDIX C

[Compiled from figures supplied by Superintending Engineers]

Statement showing the outlay incurred, recoveries made, and balance outstanding on account of embankments and drainage works (Class D) maintained during the year 1899-1900

Circle	Names of embankments and drainage works	District	Balance at end of 1898 99	Outlay during 1899 1900	Total outlay to end of 1899 1900.	Amount recovered and adjusted by the Civil Department during 1899 1900	Balance unadjusted on 31st March 1900.
1	2	3	4	5	6	7	8
	EMBANKMENTS		Rs	Rs	Rs.	Rs	Rs
Sone	Daudpur embankment	Muzaffarpur	4		4	4	
Sone	Turki ditto	Ditto	7,027	10,203	17,230	7,027	10,203
Sone	Basitpur ditto	Darbhanga	3,010	7,783	10,793		10,793
Sone	Monghyr ditto	Monghyr	243	187	430	243	187
Sone	Sukri ditto	Gaya	33	50	83	33	50
South Western	Madarin khal ditto	Hooghly	958	443	1,401	413	988
South Western	Tolly's Nala ditto	24 Parganas	479	(—) 41	438	479	(—) 41
South Western	Petty repairs to takavi sluices	Ditto	88	757	845	194	651
South Western	Repairs to Rajbandi bund	Midnapore	10	20	30		30
Northern	Chandan Embankment	Bhagalpur		780	780		780
Northern	Belwa ditto	Purnea	175	121	299	194	105
	Total Embankments		12,030	20,303	32,333	8,587	23,746
	DRAINAGE WORKS						
	Kumrool sluice channel	Hooghly	656	374	1,030	283	747
	Tangrabeolu sluice	24 Parganas	3,348	434	3,782		3,782
	Satpukur "	Ditto	—	247	217		247
	Kulpi "	Ditto		350	350	—	350
	Bindal "	Ditto		205	205		205
	Ahmedpur "	Ditto	5,7 1	340	6,071		6,071
	Kaoratola "	Ditto	2,743	3,594	6,337	—	6,337
	Tolliry "	Ditto		68	68	—	68
	Churrial khal drainage works	Ditto	992	1,170	2,162	992	1,170
	Daman sluice	Midnapore	1,819*	31	1,850	657	1,193
	Total		16 269	6,813	22,102	1,932	20,170
	GRAND TOTAL		27 319	27,116	54,435	10,519	43,916

* Rupees 10 on account of Rajbandi bandh was included in the statement for 1898 99 It has been shown under embankments in 1899 1900

FINAL REPORT ON THE SUGARCANE CROP OF BENGAL, 1900.

THE following report is published for general information.

F A SLACKE,

The 22nd January, 1901. *Secy. to the Govt of Bengal.*

DEPARTMENT OF LAND RECORDS AND AGRICULTURE, BENGAL

Final Report on the Sugarcane crop of Bengal, 1900

Explanatory—Reliable estimates of the amount of sugar or *gur* produced in the Province from other sources than cane are not yet available, and it is consequently impossible to include any statistics as to such products in this report Some information on the subject has, however, been supplied by the local officers and entered in column 10 of Appendix I.

2. *The character of the season.*—In the preliminary forecast of this crop, which was issued by this Department on 7th August 1900, the character of the season, up to the end of

July, was fully described, and it was pointed out that the rainfall up to that date had been generally in defect throughout these Provinces The rainfall in August was badly distributed, and was more or less deficient everywhere, except in Orissa and the adjacent districts In September the fall was both copious and general, and in the Burdwan, Presidency, and Orissa Divisions, it was exceptionally heavy. The rains ceased rather abruptly in October, during which month there was very little rain anywhere excepting in Orissa, while in November and December there was practically no rain at all in the Province On the whole, the monsoon conditions have not been very favourable to this crop, which has also, in a few districts, suffered to some extent from insect pests.

3. *Area sown* —Since the submission of the preliminary forecast, the figures denoting the normal area under this crop have been revised by several District Officers, with the result that the normal area under sugarcane in this Province now stands at 903,600 acres The figures representing the area under sugarcane, both this and last year, have also been revised by some District Officers. According to the estimates of local officers, the total area actually planted with sugarcane this year in the Province is 867,900 acres as against 884,400 acres reported last year The decrease of 16,500 acres is said to be due to the want of sufficient rain at the time of planting the canes.

4. *The character of the crop* —From Appendix I attached to this report, it will be seen that out of the 45 districts in these Provinces, an outturn of 100 per cent of a normal crop, or more, is looked for this year in 17 districts, while in 14 others the outturn is estimated as between 80 and 100 per cent. The 14 remaining districts return estimates varying between 60 and 80 per cent According to the district returns, the outturn for the Province, as a whole, comes to 91 per cent. of a normal crop In the first forecast, issued by this Department in August last, I estimated a normal outturn for the sugarcane crop this year, but the heavy rains of September, and the subsequent dryness of the season, have altered conditions for the worse, and my present estimate of the outturn is 94 per cent. of a normal crop for the Province as a whole.

5 *Gross outturn* —Accepting a 94 per cent crop for the Province, the probable gross outturn of *gur* is 17,948,200 cwts as compared with 16,343,700 cwts produced last year.

G C Dutt,

Assistant Director of the Department of Land Records and Agriculture, Bengal.

(Countersigned)

P. C LYON,

Director of the Department of Land Records and Agriculture, Bengal.

Calcutta,

The 18th January 1901.

APPENDIX I

Final report on the Sugarcane Crop of Bengal, 1900

Division	District	Total area of district, in acres	Total area estimated to be under cultivation in acres	Approximate normal area under sugarcane in acres	Approximate area under sugarcane last year (1899) in acres	Estimated area under sugarcane this year (1900) in acres	Taking 100 to represent the normal outturn how much represented the outturn last year (1899)	Taking 100 to represent the normal outturn how much will represent this year's outturn (1900)	Remarks by District Officers	Remarks by the Department of Land Records and Agriculture, Bengal
1	2	3	4	5	6	7	8	9	10	11
Burdwan	Burdwan	1 726 080	1 284 200	27 400	27 400	27 600	72	97	Owing to heavy rainfall in September the outturn is expected to be less than that shown in the preliminary forecast. The increase in area of the current year is due to a revision of the estimate after due enquiry. The estimated amount of sugar produced from the date palm in the district is 11,242 maunds or 925,056 lbs.	
	Birbhum	1 121 920	960 000	9 600	7 000	8 000	61	100	In Bolpur and Suri sugar is produced from date palm, the outturn is estimated at 8 800 lbs.	
	Bankura	1 677 430	642 300	15 750	17 500	15,500	8	100	Gur produced from the date palm and other sources in the Sadar Subdivision is insignificant and in the Vishnupur Subdivision it may be estimated at 150,000lbs. No sugar is produced in this district	

Division	District	Total area of district in acres.	Total area estimated to be under cultivation in acres.	Approximate normal area under sugarcane in acres.	Approximated area under sugarcane last year (1899) in acres	Estimated area under sugarcane this year (1900) in acres.	Taking 100 to represent the normal outturn how much represented the outturn last year (1899)?	Taking 100 to represent the normal outturn how much will represent this year's outturn (1900)?	Remarks by District Officers.	Remarks by the Department of Land Records and Agriculture Bengal
1	2	3	4	5	6	7	8	9	10	11
Burdwan—*concld.*	Midnapore	3,292,800	2,190 600	20 400	18,700	16,300	92	68	The decrease in the area under sugarcane cultivation this year is due to want of rain at the time of planting and to the fact that the cultivation is being gradually given up in the Contai Subdivision The outturn has been very poor on account of heavy rains and floods The area under date palm in this district is about 1 100 acres and the yield of *gur* is about 393,0 0lbs	
	Hooghly ...	1 087 360	703,300	14,600	13,800	13,700	80	75	The excessive rainfall after planting has damaged the crop to a certain extent in the Sadar Serampore and Uluberia Subdivisions The outturn is therefore below the normal. There is no other source from which sugar is produced in this district	
	24-Parganas	1,344,640	1 102 000	4 500	4,000	4,500	107	101	The slight decrease in the outturn is due to the heavy rainfall towards the end of September last The rough estimate of sugar produced from the date palm is 69,525 maunds or 5 720,914 lbs.	

Presidency	Nadia	1 788,160	1,303,063	14,000	14 000	10 30[illegible]	[illegible]	[illegible]	Th[illegible] [illegible] in the area sown this year [illegible] want [illegible] seasonable rain The decrease [illegible] outturn is partly due to flood in September last and partly due to sugarcane disease The [illegible] of sugar produced from the date palm is estimated at 2.6[illegible]5 5[illegible] lbs
	Murshidabad	1,373,440	985,600	17 000	17 000	17 000	100	69	The decrease [illegible] the estimated [illegible] turn as compared with the preliminary forecast is due [illegible] excessive rainfall and inundation in the month of September last No sugar is produced in this district either from the date palm or from any other sources.
	Jessore	1 572,0[illegible]0	1 142,000	15 000	14 500	15 000	82	75	The excessive rainfall in the latter part of September last has damaged the sugar[illegible] [illegible] a great extent and reduced the outturn The approximate quantity of sugar produced from the date palm is roughly estimated to be 29 300 lbs
	Khulna ..	3,108,942	570 000	3,100	3 300	3 100	88	90	
Rajshahi ..	Rajshahi	1,663,040	1 202 100	[illegible] 000	14 [illegible]00	15 800	100	1[illegible]	Sugar is not produced from the date palm and other sources in the Sadar and Nawgaon subdivisions. In the Natore Subdivision about 900 maunds or 74 05[illegible] lbs of sugar is estimated to be produced from the date palm
	Dinajpur	2 526,080	1,687 600	24 000	30,000	30 000	100	112	Owing to timely rainfall the outturn of the sugarcane crop is likely to be above the average No sugar is produced in this district from the date palm or any other source
	Jalpaiguri	1 894,600	1 075 000	3 100	3 200	2 900	90	60	No sugar is produced in this district from any other sources than can[illegible]

Division	District	Total area of district in acres	Total area estimated to be under cultivation in acres	Approximate normal area under sugar-cane in acres	Approximate area under sugar-cane this year (1900) in acres	[illegible]	Taking 100 to represent [illegible]	[illegible]	Remarks of District Officers	Remarks by the Department of Land Records and Agriculture, Bengal
1	2		4		6		8		10	11
Rajshahi—*concld.*	Darjeeling	744,360	145,000	100	[illegible]	[illegible]	[illegible]	[illegible]		
	Rangpur	2,271,040	1,600,700	24,100	[illegible]	[illegible]	[illegible]	100	[illegible]	
	Bogra	869,760	[illegible]	1,600	2,300	[illegible]	[illegible]	100	No sugar is produced from any other source.	
	Pabna	1,196,960	[illegible]	66,000	[illegible]	[illegible]	[illegible]	[illegible]	[illegible] the last *rabi* season [illegible] from the date [illegible]	
	Dacca	1,780,480	1,213,360	90,000	21,000	[illegible]	[illegible]		[illegible] Sugar [illegible] palm [illegible] from any other source.	
	Mymensingh	4,055,488	3,403,700	100	3,000	[illegible]			The crop having suffered from want of [illegible] rain in the Netrokona Subdivision [illegible] estimated to be [illegible]	

Dacca									[illegible] sugar [illegible] produced from the date palm [illegible] the quantity of sugar produced from [illegible] and other [illegible] reported.
	Faridpur	1,[illegible] 480	1,077,500	4,[illegible]	4,[illegible]	42,[illegible]	[illegible]	1 [illegible]	The [illegible] from the date palm [illegible] with accuracy. The [illegible] than that of [illegible]
	Backergunge	2,385,360	1,40[illegible]	20,[illegible]	20,[illegible]	[illegible]	3	1	[illegible] but [illegible] possible to [illegible] about 2 seers [illegible]
Chittagong	Tippera	1,594,860	1,188,400	15,100	12,800	1[illegible]	[illegible]	11	The difference of figures in columns [illegible] is [illegible] which is also shown in [illegible] due to a [illegible]
	Noakhali	1,544,980	1,165,[illegible]	[illegible]	6[illegible]	40[illegible]	[illegible]		The increase in the current year's area is due to the revision of figures in the [illegible] The yield of [illegible] from the [illegible] district is [illegible] No sugar is produced from the date palm or from any other source.
	Chittagong	1,394,7[illegible]	[illegible],907	5[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	No sugar is manufactured in this district.

Division	District	Total area of district in acres.	Total area estimated to be under cultivation in acres	Approximate normal area under sugarcane in acres	Approximate area under sugarcane last year (1899) in acres	Estimated area under sugarcane this year (1900) in acres	Taking 100 to represent the normal outturn how much represented the outturn last year (1899)?	Taking 100 to represent the normal outturn how much will represent this year's outturn (1900)?	Remarks by District Officers	Remarks by the Department of Land Records and Agriculture Bengal
1	2	3	4	5	6	7	8	9	10	11
Patna	Patna	1,832,560	993,500	3,000	3,200	3 300	92	90	Sugar is prepared from sugarcane only The season has been generally favourable for the crop except in the Bihar Subdivision where some damage was done by white ants	
	Gaya ..	3,015 680	2,207,500	29 000	30 500	30 000	102	100	Sugar is not produced from any other source than sugarcane in this district	
	Shahabad	2,795,520	1,841,800	36 000	36 000	36 000	48	100	The prospects were good from the beginning and a normal outturn is expected No sugar is produced in this district from sources other than sugarcane	
	Saran ..	1 696,057	1,382 500	40 000	42 000	47 000	100	110	There is no sugar produced in this district from any other sources than sugarcane	
	Champaran ..	2,259 840	1 364,000	18,000	17 600	13,600	75	75	In this district sugar is not produced from the date palm or any other sources than the cane.	

	Muzaffarpur	1 941 354	1 555 300	8 800	8 900	8 900	95	75	No sugar is produced from any other sources than sugarcane
	Darbhanga	3 134,400	1 520 700	73 900	73 500	73 200	81	80	
Bhagalpur	Monghyr	2,509 440	1 553 800	6,800	6,700	6,400	70	79	Sugar is not produced from any other sources in this district
	Bhagalpur	2,704,640	2,097 000	63,700	63 700	63,700	95	107	
	Purnea	3,195,520	1,639 500	9 500	9 500	[illegible]	81	83	No sugar is produced from date palm or any other sources in this district
	Malda	1 216 000	672 500	5,000	4 300	3 000	57	75	The decrease in area and outturn is due to want of sufficient rainfall at the time of planting sugarcane No sugar or gur is produced here from date palm or any other sources
	Sonthal Parganas.	3 500 160	1,725 100	16 700	16,700	16 700	105	107	Owing to timely rainfall the outturn has been above the normal and slightly better than that of last year No sugar is produced from the date palm or any other sources in the district
Orissa	Cuttack	2 323,200	1 161 200	5 000	4,500	4 500	100	90	High flood has caused a reduction in the outturn of the crop Very little sugar is manufactured from date palm or any other sources in this district
	Balasore	1 315 475	837 100	4 400	2 300	2 300	100	80	The decrease in outturn is due to the damage sustained in the recent unusual floods Sugar is not produced from date palm or from any other sources

DIVISION	District	Total area of district, in acres.	Total area estimated to be under cultivation, in acres	Approximate normal area under sugarcane, in acres	Approximate area under sugarcane last year (1899), in acres	Estimated area under sugarcane this year (1900), in acres	Taking 100 to represent the normal outturn how much represented the outturn last year (1899)?	Taking 100 to represent the normal outturn, how much will represent this year's outturn (1900)?	Remarks by District Officers	Remarks by the Department of Land Records and Agriculture Bengal.
1	2	3	4	5	6	7	8	9	10	11
Orissa—*concld.*	Angul	1,075,840	260,000	2 300	2 300	2,300	80	95	The low outturn is due to want of rain in the beginning. No sugar is produced from date palm or other sources in this district	
	Puri	1,582,720	812,300	3,500	4,000	4,500	70	75	The low outturn is due to the damage done by the recent floods. No sugar is produced from the date palm or from any other sources in this district	
Chota Nagpur	Hazaribagh ..	4,496,440	2,478,[illegible]	22,100	22,100	28,300	86	100	No sugar is produced from any other sources than sugarcane.	
	Ranchi	4,569 600	2,868,300	200	200	200	50	75	Sugar is not produced in this district from any other sources than sugarcane.	
	Palamau	3,139 200	768,600	100,000	94,700	80 000	75	90	No sugar is produced from date palm or from any other source.	
	Manbhum ..	2,654,080	1,419,200	20,000	20 000	20,000	100	100		
	Singhbhum ..	2,596,019	756,700	1,000	1,000	1 000	75	100	The crop was partially damaged by excessive rain	
	Total ..	[illegible]	[illegible]	963,600	894 400	887,900	84	94*		* As estimated by this Department.

APPENDIX II.

Abstract Statement of Estimated Acreage and Outturn of the Sugarcane Crop, 1900

Province.	Acreage.					Outturn in Cwt					Remarks by the Department of Land Records and Agriculture, Bengal.
	Of current year's crop	Of previous year's crop	Average of five preceding years.	Percentage by which column 2 exceeds (+) or falls short of (−) area in— Column 3.	Column 4	Estimated yield of current year i.e. of area in column 2	Yield of previous year i.e. of area in column 3	Average of five preceding years.	Percentage by which column 7 exceeds (+) or falls short of (−) outturn in— Column 8	Column 9	
1	2	3	4	5	6	7	8	9	10	11	12
Bengal ..	867,900	834,400		−1.87		17,948,200	16,343,700	....	+9.82	...	The average yield of raw sugar—*gur*—is estimated at 21 cwts per acre in Bengal.

WEATHER AND CROP REPORT.

For the week ending the 21st January 1901

Burdwan.—Rainfall at Sadar 0 22, Katwa 0 30, Raniganj 0 41, Kalna 0·11 Weather fine and cold Harvesting of *aman* over Pressing of sugarcane and threshing of paddy going on Fodder and water sufficient. Common rice sells as follows:—

	Srs	
Sadar	12	per rupee
Kalna	11	
Katwa	13	
Raniganj	13	

Birbhum.—Rainfall at Sadar 39, Rampur Hât 18. Weather cold and cloudy Standing crops doing well Price of rice at Sadar 13½ seers and at Rampur Hât 14 seers per rupee Fodder sufficient

Bankura.—Rainfall at Bankura 0 53, Vishnupur 0·40 Weather cloudy at the beginning, cleared up since Saturday and very cold *Rabi* crops doing well. Fodder and water sufficient Sporadic cases of cowpox reported Price of common rice at Bankura 10½ seers and at Vishnupur 12 seers

Midnapore.—Rainfall at Sadar 0·43, Ghatal 0 36, Contai 0 33, Tamluk 0 20. *Aman* nearly reaped. Common rice sells as follows —

	Srs	
Sadar	14	per rupee.
Contai	14	
Tamluk	11	
Ghatal	13	

Hooghly.—Rainfall at Sadar 29, Serampore 51, Arambagh 48. Prospect of *rabi* damaged by recent rains Fodder and water sufficient Common rice sells at 10 seers 13 chitaks per rupee

Howrah.—Rainfall at Sadar 22, Uluberia 28 Weather seasonable. Harvesting of *aman* continues Fodder and water sufficient Common rice sells at 9¾ seers per rupee

24-Parganas.—Rainfall at Sadar 27, Barasat 35, Basirhat 21, Diamond Harbour 26 Weather seasonable Standing crops fair Harvesting of *aman* still going on No cattle-disease Fodder and water sufficient Common rice sells as follows.—

	Srs.	
Sadar	10	per rupee
Barasat	10	
Basirhat	11	
Diamond Harbour	$10\frac{11}{16}$	

Nadia.—Rainfall at Sadar 0 39, Kushtia 0 22, Meherpur 0 43, Chuadanga 0 17, Ranaghat 0 21 Weather seasonable The recent rain has done some good to the standing crops, but more rain is still wanted *Kalai* and *mung* still being harvested Fodder and water sufficient Common rice sells as follows —

	Srs	
Sadar	Report not received.	
Kushtia	13½	per rupee
Meherpur	$11\frac{7}{16}$	
Chuadanga ...	12	
Ranaghat	10½	

Murshidabad.—Rainfall at Sadar 0 18, Kandi 0 26, Lalbagh 0·35 Weather cold. Harvesting of *aman* and of *kalai* almost over. Prospects of *rabi* crops fair Cattle-disease reported from Nabagram of Lalbagh subdivision Fodder and water sufficient. Common rice sells as follows —

	Srs.	
Sadar ...	13	per rupee.
Lalbagh	13	
Kandi	15	
Jangipur	15	

Jessore.—Rainfall at Sadar 0·22, Jhenida 0·14, Magura 0 07, Narail 0 06, Bangaon 0 31. Weather cold. Prospects of standing crops good. Harvesting of *aman* is nearly finished. Fodder and water sufficient. Common rice sells as follows —

	Srs	
Sadar	11	per rupee
Jhenida	13	
Magura	13	
Narail	$13\frac{6}{16}$	
Bangaon	$12\frac{6}{16}$	

Khulna.—Rainfall at Sadar 0 05, Bagerhat 0 05, Satkhira 0 04. Weather seasonable. Harvesting of *aman* still continues Prospect fair. Transplantation of *boro* commenced Fodder and water sufficient Common rice sells as follows —

	Srs	
Sadar	13½	per rupee
Bagerhat	13½	
Satkhira	11	

Rajshahi.—Rainfall at Sadar 34, Nator 23 Prospects of crops fair No cattle-disease Fodder and water plentiful. Common rice sells at 14¼ seers per rupee

Dinajpur.—Rainfall 24 Weather cold. Harvesting of *aman* nearly over. No cattle-disease Fodder and water plentiful Rice selling at Sadar 14 seers and at Thakurgaon 13 seers per rupee

Jalpaiguri.—Rainfall 47 Weather cloudy and very cold Harvesting of *haimanti* paddy continues Condition of *rabi* crops satisfactory Common rice selling at 12½ seers a rupee Fodder and water sufficient

Darjeeling—Rainfall at Darjeeling 1 06, Kurseong 05, Siliguri 67 Weather seasonable. Days cloudy, nights cold and frosty. *Bara marua*, *aman dhan*, *kalai* being harvested *Phapor*, *tori*, wheat, barley progressing *Terai*—*haimanti* paddy being cut Tobacco, mustard moderate Potato doing well Coarse rice sells as follows —

	Srs	
Hills	9	per rupee
Terai	13	

Bhutta sells at Darjeeling and Kurseong 20 seers per rupee

Rangpur.—Rainfall at Sadar 0 30, Nilphamari 0 35, Kurigram 0 14, Gaibanda nil Weather very cold Harvesting of *aman* nearly finished Water and fodder sufficient Common rice sells as follows —

	Srs	
Sadar	12½	per rupee
Gaibanda	12	
Kurigram	10	
Nilphamari	13	

Bogra.—No rain Harvesting of *aman* very nearly finished and that of mustard and sugarcane still going on Weather cold and cloudy. Prospects depend on rainfall. Lands being prepared for *aus* and jute Fodder and water sufficient Common rice sells at 13 seers 10 chitaks a rupee

Pabna.—Rainfall at Sadar 0 38, Sirajganj 0 58 Weather very cold Prospects of crops fair The recent rains have done good to majority of the *rabi* crops Prices stationary Fodder and water sufficient

Dacca—Rainfall at Sadar 01, Manikganj ·07, Munshiganj 02, Narainganj 06. Weather seasonable Prospects of crops fair No cattle-disease Fodder available Common rice 12 seers per rupee

Mymensingh—Rainfall at Sadar 0 25. Weather cloudy and cold Prospects of standing crops improved owing to recent rain Common rice selling as follows —

	Srs.	
Sadar	10	per rupee.
Jamalpur	10	
Kishorganj	$11\frac{8}{16}$	
Tangail	11	
Netrakona	$11\frac{6}{16}$	

Faridpur.—Rainfall at Sadar 9 12, Goalundo nil, Madaripur not received Weather seasonable. Prospects of crops satisfactory. Common rice sells at 13 seers per rupee.

Backergunge—Rainfall at Sadar 20. Weather cloudy and cold. Prospects of standing crops fair Fodder and water sufficient Common rice sells at 10 seers (old) *aman* and 12 seers (new)

Tippera.—Rainfall at Sadar 03 Brahmanbaria 05 Weather cold and cloudy Harvesting of *aman* completed Prospect of standing crops good. Fodder and water sufficient Common rice averages 12 seers 6½ chitaks

Noakhali.—Rainfall at Sadar 02, Feni ·03 Weather seasonable Prospect of standing crops good Cattle-disease in Lakhmipur. Fodder and water sufficient. Prices stationary

Chittagong.—No rain Harvesting of winter rice completed Outturn 12 annas. Water and fodder sufficient. Common rice sells at 12½ seers

Patna.—*Rabi* on low land in places little damaged on account of rain and want of sun. Pressing of sugarcane continues Fodder and water for cattle sufficient Common rice sells in Patna at 15 seers per rupee

Gaya—Rainfall at Sadar 30, Jahanabad 33, Aurangabad ·21 Nawada 26 *Rabi* and poppy doing well Common rice selling at 12¼ seers per rupee

Shahabad.—Rainfall at Sadar 0 46, Buxar 0 98, Bhabua 0 48, Sasaram nil, Dehri 0 37. Weather cloudy at times and cold, break necessary for *rabi* crops Pressing of sugarcane is going on Fodder and water sufficient Rice 12 seers a rupee at Sadar

Saran—Rainfall at Sadar 0 53, Siwan 0 88, Gopalganj 1 21 Weather cloudy and sometimes rainy Standing crops good Fine clear weather with westerly wind required Slight hail in Gopalganj subdivision, but no damage done Price of common rice 14¾ seers and of *makai* 22⅛ seers per rupee

Champaran.—Rainfall at Sadar 1 45, Bettiah 1 68 The rain has been beneficial to the standing crop *Rabi* doing well Weeding continues Sugarcane pressing going on Fodder and water sufficient Prices of common rice and maize at Sadar are 15½ and 26½ seers per rupee respectively

Muzaffarpur.—Rainfall at Sadar 61, Hazipur 11, Sitamarhi 87 Prospects continue good Prices are—Common rice 14 seers, wheat 13 seers, barley 20 seers, maize 24 seers, gram 15 seers, *arhar* 14 seers, and *marua* 23 seers a rupee

Darbhanga—Rainfall at Sadar 1 13, Samastipur 0 54, Madhubani 0 61 *Rabi* doing well. Fodder and water sufficient No cattle-disease reported Common rice sells as follows —

	Srs	
Sadar	14½	per rupee
Samastipur	15	
Madhubani	16½	

Monghyr—Rainfall at Sadar 0 28, Begusarai 44, Jamui 0 17 Weather very cold, cloudy and rainy *Rabi* crops doing well Prospects good Common rice sells as follows —

	Srs	
Sadar	14¼	per rupee
Begusarai	15½	
Jamui	13	

Bhagalpur—Rainfall at Sadar 0 11, Banka 0 15, Madhipura 0·32, Supaul 0·46 Weather cold The standing crops present favourable prospects No cattle-disease Fodder and water sufficient Prices stationary

Purnea—Rainfall at Sadar 0·34, Kishanganj 0 70, Araria 0 23 Weather cold and cloudy Harvesting of *aghani* rice finished. Standing crops doing well. No cattle-disease Fodder and water sufficient Common rice sells as follows —

	Srs.	
Sadar	16	per rupee
Kishanganj	14	
Araria	16	

Malda.—Rainfall at Chanchal 15, Shibganj 08. Weather very cold and occasionally foggy Harvesting of winter rice nearly finished Gathering of *kalai* and mustard going on Prospects of other *rabi* crops good No cattle-disease Fodder and water sufficient. Price of rice unchanged

Sonthal Parganas.—Average rainfall 0 15 Weather cloudy and very cold. Harvesting of winter rice is over Recent rain has done good to the standing *rabi* crop No cattle-disease reported Fodder and water-supply sufficient Average price of rice 15 seers and that of maize 21 seers per rupee

Cuttack.—Rainfall at Sadar 0 86, Jajpur 1 79, Kendrapara 1·19 Weather seasonable *Guru sarad*, sugarcane and *rabi* being harvested *Dalua* and tobacco growing Condition of cattle good Fodder and water sufficient Common rice sells as follows —

	Srs	ch.	
Sadar	14	7	per rupee
Jajpur	17	1	
Kendrapara	15	12	
Banki	16	12	

Balasore.—Rainfall at Sadar 1 20. Harvesting of *lundha*, *sarad*, *rabi* and cotton continues Sugarcane being pressed Rice sells at 16$\frac{1}{2}$, 14$\frac{1}{4}$ and 17 seers per rupee in interior, Balasore and Bhadrak, respectively Fodder and water sufficient

Angul.—Rainfall at Sadar 0 98, Bissipara nil, Tikerpara 05 Weather cold and cloudy Rain is wanted in the Khondmals Sugarcane pressing continues Price of common rice remains unchanged. Fodder and water sufficient Cattle-disease reported from parganas Tainsi, Gandibedh and Uperbis

Puri.—Rainfall at Sadar 0 08, at Khurda nil Weather cold, but seasonable Harvesting of *sarad* paddy continues *Laghu* paddy being gathered and stored *Rabi* doing well Pressing of sugarcane continues Fodder and water sufficient No cattle-disease reported Rice sells as follows —

	Srs	ch.	
Sadar	14	7	per rupee
Khurda	15	12	
In the interior	16	14	

Hazaribagh—Rainfall at Sadar ·51, Giridih 54 Weather cold Sugarcane pressing going on Fodder and water sufficient *Rabi* crops promises well No cattle-disease reported Common rice sells both at Sadar and Giridih at 13 seers per rupee

Ranchi.—Rainfall 0 71 Weather cold and cloudy Prospect of crops good Rice sells at Sadar 16 seers per rupee No cattle-disease reported Fodder and water sufficient

Palamau—Rainfall 0 19 Weather seasonable *Rabi* crops doing well Cattle-disease prevalent in some villages Rice selling at 14 seers per rupee Fodder and water sufficient

Manbhum—Rainfall at Sadar 0 89, Gobindpur 48 Weather seasonable Prospects of crops on ground good Fodder and water sufficient Cattle-disease reported from Chas, Manbazar, Raiganj, Katras and Gobindpur Average price of common rice at Sadar 13 seers 10 chitaks and at Gobindpur 12 seers per rupee Supply sufficient

Singhbhum—Rainfall 1 26 Average price of rice is 17 seers in the district, at Chaibassa 16 seers

General Summary—Rain fell during the week in all districts except in Bogra and Chittagong Prospects of *rabi* generally good Harvesting of winter rice almost finished Pressing of sugarcane still going on Fodder sufficient Cattle disease reported from six districts The price of common rice has fallen in 10 districts, risen in 23, and is stationary in the rest

By order of the Lieutenant-Governor of Bengal,

F A SLACKE,

Secretary to the Govt. of Bengal.

REVENUE DEPARTMENT,

The 22nd January 1901.

PRICES-CURRENT (*retail*) *of Food-grains and Salt in the Head*

QUANTITIES PER RUPEE IN

Division	Number	DISTRICTS	Wheat: Present return	Wheat: Next preceding return	Wheat: Corresponding return of last year	Barley: Present return	Barley: Next preceding return	Barley: Corresponding return of last year	Rice, common: Present return	Rice, common: Next preceding return	Rice, common: Corresponding return of last year	Jowar or Cholum (*Sorghum Vulgare*): Present return	Jowar or Cholum: Next preceding return	Jowar or Cholum: Corresponding return of last year
		BENGAL	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch
Burdwan Division	1	Burdwan	12 8	12 8	14 8				12 12	12 12	13 8			
	2	Birbhum	12 0	12 0	12 0				13 8	12 0	13 8			
	3	Bankura	11 0	10 0	10 0				11 4	13 2	16 0			—
	4	Midnapore	10 0	10 0	10 0				Old 11 8; New 12 8	Old 11 1; New 12 8	13 0			
	5	Hooghly	10 0	10 0	12 0				10 4	10 8	13 0			
	6	Howrah							9 8	10 0	Old 13 0; New 16 4			—
Presidency Division	7	24 Parganas	—						10 0	11 0	12 0		—	
	8	Calcutta	10 10	10 10	10 10	20 0	16 0	17 12	10 0	11 6	11 6	17 12		12 4
	9	Nadia	13 5	13 5	16 0				11 7	11 7	12 13			
	10	Murshidabad	13 0	11 0	Jamali 17 0; Cangajal 13 0	26 0	26 0	23 0	13 8	13 8	15 0			
	11	Jessore	9 0	9 0	10 0	10 0	10 0	11 0	13 0	13 0	16 0			
	12	Khulna							14 0	11 0	15 0			
Rajshahi Division	13	Rajshahi	15 0	13 8	13 8	[illegible] 4	21 0	27 0	12 0	12 12	16 8		—	
	14	Dinajpur	10 10	11 8	13 0	[illegible] 0	27 0	12 8	11 4	14 6 2	16 12		—	
	15	Jalpaiguri	9 0	10 0	10 0				12 8	13 0	16 0	—		
	16	Darjeeling	9 0	7 0	8 0	[illegible] 0	8 0	9 0	11 8	12 0	13 0			
	17	Rangpur	11 0	11 0	11 0				9 0	10 0	15 0			—
	18	Bogra	9 12	9 12	7 8				13 8	13 8	18 12		—	—
	19	Pabna	15 0	15 0	16 [illegible]	[illegible] 1	26 4	35 0	12 0	13 8	16 0		—	—
Dacca Division	20	Dacca	10 0	10 0	10 [illegible]			32 0	11 8	11 8	18 0		—	
	21	Mymensingh	8 0	8 0	10 0	16 0	16 0		9 8	10 0	16 0		—	—
	22	Faridpur	10 0	10 0	17 12	[illegible] 0	16 0	33 11	11 6	12 0	15 3			
	23	Backergunge							Old 10 8; New 12 0	Old 12 0; New 12 12	Old 12 12; New 16 0		—	—

A In the subdivisions the retail prices of salt per rupee are —Kalna 10 seers 10 chitaks (panga) and 12 seers (karkatch), Katwa 11 seers 12 chitaks (karkatch) Raniganj 10 seers 8 chitaks (panga)

B At Rampur Hat the retail price of salt is 11 seers per rupee

C At Vishnupur the retail price of salt is 9½ seers per rupee

D In the subdivisions the retail prices of salt per rupee are —Contai return not received, Tamluk 10 seers 8 chitaks, Ghatal 11 seers 2 chitaks

E In the subdivisions the retail prices of salt per rupee are —Serampore return not received, Arambagh 10 seers 10 chitaks

F. At Uluberia the retail price of salt is 10 seers 10½ chitaks per rupee

G. In the marts in the interior of the district the retail prices of salt per rupee are —Chetla 10 seers 10 chitaks, Barasat 11 seers, Baduria 10 seers 12 chitaks, Moraghat 9 seers 2 chitaks

H In the subdivisions the retail prices of salt per rupee are —Kushtia 10 seers (panga), Chuadanga 11 seers, Meherpur 10 seers (karkatch), Ranaghat 8 seers 12 chitaks (crushed)

I. In the subdivisions the retail prices of salt per rupee are —Lalbagh 11 seers (karkatch), Kandi 11 seers, Jangipur return not received

quarters Station Bazars of the Districts of Bengal on the 15th January 1901.

Salt: Present return	Salt: Next preceding return	Salt: Corresponding return of last year	Wholesale prices per maund of 40 seers — Salt: Present return	Salt: Next preceding return	Salt: Corresponding return of last year	Average wages per month — Unskilled labour—able-bodied agricultural labourer: Present return	Next preceding return	Corresponding return of last year	Syce or horse keeper: Present return	Next preceding return	Corresponding return of last year	Skilled labour—common mason, carpenter or blacksmith: Present return	Next preceding return	Corresponding return of last year	Districts	Number	
S. Ch.	S. Ch.	S. Ch.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	BENGAL.		
A 11 0	11 8	11 14	Crushed 3 5 0	3 4 6	3 6 0	7 8	7 0	9 0	6 0	6 0	7 0	15 0	14 0 to 16 0	12 0 to 16 0	Burdwan.	1	Burdwan Division.
B 10 8	10 8	10 8	3 10 6	3 10 6	3 10 6	7 0	6 0 to 7 8	6 0 to 7 8	5 0	4 0 to 6 0	4 0 to 6 0	15 0 to 18 0	7 0 to 12 0	7 0 to 12 0	Birbhum	2	
C 11 0	10 12	10 0	3 10 0	3 13 0	4 0 0	6 0 to 7 8	6 0 to 7 8	6 0 to 7 8	6 0 to 7 8	5 0 to 7 8	5 0 to 7 8	8 0 to 12 0	8 0 to 12 0	8 0 to 12 0	Bankura.	3	
D 10 12	10 12	11 0	Panga 3 9 0	3 9 0	3 8 0	8 8	8 8	8 8	7 8	7 8	7 8	12 0	12 0 to 18 0	12 0 to 18 0	Midnapore	4	
E 10 0	10 0	10 0	Crushed 3 12 0	3 14 0	3 12 0	11 4	9 13½	11 4	7 0	7 0	7 0	14 0 to 40 0	15 0 to 30 0	14 0 to 20 0	Hooghly	5	
F 10 8	10 10	10 10	3 10 0	3 8 0	3 7 0	12 0	12 0	12 0	10 0 to 11 0	10 0 to 11 0	10 0 to 11 0	20 0 to 30 0	20 0 to 30 0	20 0 to 30 0	Howrah	6	
G 10 10	10 10	10 6	Panga 3 9 0	3 12 0	3 6 0	10 0	10 8	11 4	7 0	7 8	7 8	15 0 to 25 0	15 0 to 25 8	15 0 to 18 0	24-Parganas.	7	Presidency Division.
11 0	11 0	11 0	3 6 0	3 5 0	3 5 0	10 0	10 0	10 0	9 0	9 0	9 0	18 0 to 20 0	18 0 to 20 0	18 0 to 20 0	Calcutta	8	
H 11 13	11 0	12 5	Panga 3 6 0	3 6 0	3 5 0	7 8	7 8	7 8	6 0 to 7 0	7 8	6 0	10 0 to 20 0	10 5 to 15 0	10 0 to 15 0	Nadia.	9	
I 11 0	11 0	11 8	Karkatch 3 8 0	3 8 0	3 6 0	5 0	5 0	4 0	5 0 and 6 0	5 0 and 6 0	5 0 and 6 0	14 0 to 15 0	14 0 to 15 0	12 0 to 14 0	Murshidabad.	10	
J 10 [illegible]	9 12	9 2	Panga 3 14 0	3 14 0	3 12 0	9 6	9 6	9 6 to 10 8	7 8	7 8	7 0 to 8 0	11 4 to 18 12	11 4 to 18 12	15 0 to 18 0	Jessore	11	
K 10 [illegible]	10 0	10 0	Panga 3 12 0	3 12 0	3 12 0	9 6 to 11 0	7 8 to 10 0	9 6	7 0 to 10 0	7 0 to 9 0	7 0 to 9 0	10 0 to 28 0	10 0 to 28 0	10 0 to 30 0	Khulna.	12	
L [illegible] 12	9 12	9 12	3 12 0	3 12 0	3 13 4	3 0 to 7 8	6 0 to 7 8	7 8	4 0 to 7 0	4 0 to 7 0	4 0 to 6 0	5 0 to 20 0	7 8 to 15 0	5 0 to 15 0	Rajshahi.	13	Rajshahi Division.
M 10-10 3	10 0	10 0	Panga 3 12 0	4 0 0	4 0 0	7 0	7 0	7 0	6 0	6 0	6 0	12 0 to 22 0	12 0 to 22 0	12 0 to 22 0	Dinajpur	14	
N 10 0	10 0	10 0	Panga 3 12 6	3 12 0	3 11 0	7 8	7 8	7 8	8 0	8 0	8 0	15 0 to 20 0	15 0 to 20 0	15 0 to 20 0	Jalpaiguri.	15	
O 8 8	8 8	8 0	Panga. 4 8 0	4 10 0	5 0 0		7 0 to 10 0	7 0 to 10 0		7 0 to 11 0	7 0 to 11 0		12 0 to 25 0	12 0 to 25 0	Darjeeling.	16	
P 9 0	9 0	9 0	Panga. 4 0 0	4 0 0	4 0 0	8 8	9 0	7 8	7 0	7 0	8 0	15 0	15 0	15 0	Rangpur.	17	
10 2	10 2	9 12	Panga 3 13 4	3 13 0	4 0 0	7 8	7 8	7 8	5 0 to 8 0	5 0 to 8 0	5 0 to 8 0	10 0 to 20 0	10 0 to 20 0	10 0 to 20 0	Bogra	18	
Q 9 12	9 12	9 12	Panga 3 13 0	3 13 0	3 13 6	4 0 to 8 0	4 0 to 8 0	5 0 to 7 8	6 0 to 8 0	6 0 to 8 0	6 0 to 8 0	7 0 to 20 0	7 8 to 20 0	7 0 to 20 0	Pabna.	19	
R 10 8	10 8	10 0	Panga. 3 11 0	3 11 0	3 8 0	5 0 to 7 0	5 0 to 7 0	5 0 to 7 0	5 0 to 7 0	5 0 to 7 0	5 0 to 7 0	10 0 to 15 0	10 0 to 15 0	10 0 to 15 0	Dacca.	20	Dacca Division.
S 10 0	10 0	9 8	Panga. 4 0 0	4 0 0	4 0 0	7 0	7 8	7 0	8 0	8 0	7 0	12 0 to 14 0	13 0 to 15 0	12 0 to 14 0	Mymensingh.	21	
T 10 0	10 0	10 0	Panga 3 12 0	3 12 0	4 0 0	7 8 to 8 0	9 6 to 11 4	9 6 to 11 4	8 0 to 9 0	8 0 to 10 0	8 0 to 10 0	15 0 to 20 0	15 0 to 20 0	15 0 to 20 0	Faridpur	22	
U 10 0	10 0	10 0	Panga 3 10 0	3 10 0	3 10 0	10 0 to 15 0	8 0	10 0 to 15 0	10 0	7 0	8 0 to 10 0	12 0 to 20 0	12 0 to 15 0	8 0 to 15 0	Backergunge	23	

J. In the subdivisions the retail prices of salt per rupee are —Jhenida 10½ seers, Magura 9⅞ seers, Narail return not received, Bangaon 10 seers 10 chitaks.
K. In the subdivisions the retail prices of salt per rupee are —Bagerhat 9 seers, Satkhira 11 seers.
L. In the subdivisions the retail prices of salt per rupee are —Nator 10½ seers, Naugaon 9 seers 10 chitaks.
M. No report from subdivision.
N. In the Alipur Duars the retail price of salt per rupee is 9 seers
O The retail prices of salt (panga) at Kurseong and Siliguri are 8 and 10 seers per rupee respectively
P. In the subdivisions the retail prices of salt per rupee are —Gaibanda 10 seers, Kurigram return not received, Nilphamari 10 seers.
Q. At Sirajganj the retail price of salt is 11 seers per rupee.
R. In the marts in the interior of the district the retail prices of salt per rupee are —Madanganj 11 seers, Manikganj 9 seers, Mirkadim 11 seers 8 chitaks
S. In the subdivisions the retail prices of salt per rupee are:—Kishoreganj 10 seers, Jamalpur 9 seers 6 chitaks, Tangail (Kagmari, 8 seers; Netrokona 9 seers.
T In the subdivisions the retail prices of salt per rupee are:—Goalundo 10 seers, Madaripur 10½ seers crushed.
U. In the subdivisions the retail prices of salt per rupee are:—Pirojpur 8 seers, Patuakhali return not received, Bhola 9 seers.

PRICES-CURRENT (retail) of Food-grains and Salt in the Head-quarters

Division	Number	DISTRICTS	Wheat: Present return	Wheat: Next preceding return	Wheat: Corresponding return of last year	Barley: Present return	Barley: Next preceding return	Barley: Corresponding return of last year	Rice, common: Present return	Rice, common: Next preceding return	Rice, common: Corresponding return of last year	Jowar or Cholum (Sorghum Vulgare): Present return	Jowar or Cholum: Next preceding return	Jowar or Cholum: Corresponding return of last year
			QUANTITIES PER RUPEE IN											
BENGAL—concluded.			S. Ch	S Ch	S Ch	S Ch	S Ch.	S Ch	S. Ch	S Ch	S. Ch	S Ch	S Ch	S Ch.
Chittagong Division	24	Tippera						—	12 1	12 3	16 0	–	–	•
	25	Noakhali ...		–					13 8	13 0	17 0			
	26	Chittagong							12 12	12 10	15 0			–
BIHAR.														
Patna Division	27	Patna	15 0	15 0	16 0	21 0	21 0	20 0	16 8	16 0	16 8	30 0	25 0	18 0
	28	Gaya	12 8	12 8	14 0	22 8	21 0	19 0	12 8	13 8	14 4	17 8	18 8	14 8
	29	Shahabad	13 0	12 0	12 0 & 13 0	16 0	15 0	17 0	12 0	13 8	12 0 & 14 0			
	30	Saran	12 0	12 0	12 0	20 0	20 0	18 8	14 0	14 8	13 0			
	31	Champaran	12 12	12 8	13 8	18 0	18 0	21 0	15 8	15 8	13 8			
	32	Muzaffarpur	13 0	12 0	13 0	20 0	19 0	18 0	14 0	14 0	13 12			–
	33	Darbhanga	13 8	13 8	14 0	27 7	27 7	18 0	14 8	15 8	12 0			•
Bhagalpur Division	34	Monghyr	12 8	13 0	12 8	16 12	20 0		14 12	13 4	14 2			
	35	Bhagalpur	12 10	12 10	13 14	22 12	22 12	20 4	15 2	17 0	15 2			—
	36	Purnea	16 0	16 0	13 0				15 0	16 0	18 0			–
	37	Malda		14 0					13 0	14 0	17 0			
	38	Sonthal Parganas.	10 0	10 0	11 0	14 0	14 0	17 0	15 0	16 0	13 8			•
ORISSA														
Orissa Division	39	Cuttack	11 2	10 8	10 8				14 7	14 7	14 7			–
	40	Balasore	10 0	10 0	13 0	11 0	11 0	11 8	14 4	14 4	15 0	–	—	–
	41	Puri	10 8	10 8	9 8				12 2 / 14 7	Old 13 12 / New [illegible]	17 1		–	—
CHOTA NAGPUR														
Chota Nagpur Division	42	Hazaribagh	10 0	11 0	11 8	18 0	18 0	16 0	13 0	New [illegible] 0 / Old 14 0	12 0		—	—
	43	Ranchi	7 8 to 11 0	7 8 to 11 0	7 4 to 10 8	12 0	12 0	12 0	15 4	17 0	9 14	•	—	
	44	Palamau	9 0	10 11	12 10½	11 4	11 4	16 14	13 8	13 8	12 6		–	• –
	45	Manbhum	13 0	16 0	10 8	11 0	11 0	10 8	13 8	14 8	12 8	18 0	20 0	20 0
	46	Singhbhum	10 0	10 0	12 0				16 0	16 0	15 0		•	

v In the subdivisions the retail prices of salt per rupee are —Chandpur 9 seers, Brahmanbaria 10 seers.
w At Keni Hat the retail price of salt is 9 seers per rupee
x C's Bazar return not received
y In the subdivisions the retail prices of salt per rupee are —Barh 10½ seers, Dinapore 10½ seers, Bihar 9½ seers.
z In the subdivisions the retail prices of salt per rupee are —Jahanabad return not received, Nawada 10 seers. Aurangabad return not received
a In the subdivisions the retail prices of salt per rupee are —Buxar 11 seers, Bhabua 10½ seers, Sasaram 10½ seers
b In the subdivisions the retail prices of salt per rupee are.—Siwan 11 seers, Gopalganj (Mirganj) 12 seers 5 chitaks.
c At Bettiah the retail price of salt is 10 seers per rupee
d. In the subdivisions the retail prices of salt per rupee are :—Hajipur 10 seers, Sitamarhi 11 seers.
e In the subdivisions the retail prices of salt per rupee are —Samastipur 11 seers, Madhubani 11 seers.
f. In the subdivisions the retail prices of salt per rupee are —Begusarai 10½ seers, Jamui 10½ seers.

CALCUTTA,

The 22nd January 1901.

Station Bazars of the Districts of Bengal on the 15th January 1901—(concluded).

Retail price, Salt: Present return (S. Ch)	Next preceding return (S. Ch)	Corresponding return of last year (S. Ch)	Wholesale prices per maund of 40 seers, Salt: Present return (Rs A P)	Next preceding return (Rs A P)	Corresponding return of last year (Rs A P)	Average wages per month, Unskilled labour—able bodied agricultural labourer: Present return (Rs A)	Next preceding return (Rs A)	Corresponding return of last year (Rs A)	Syce or horse keeper: Present return (Rs A)	Next preceding return (Rs A)	Corresponding return of last year (Rs A)	Skilled labour—common mason, carpenter or blacksmith: Present return (Rs A)	Next preceding return (Rs A)	Corresponding return of last year (Rs A)	District	Number	Division
															BENGAL—concluded.		
V 10 0	10 0	10 0	Panga 3 12 0	3 12 0	3 12 0	8 0	8 0	10 0	7 0 to 8 0	8 0	8 0	12 0 to 20 0	15 0 to 20 0	15 0	Tippera	24	Chittagong Division
W 9 0	9 0	10 0	Panga 4 8 0	4 8 0	4 0 0	7 8	7 8	7 8	7 0 to 8 0	7 0 to 6 0	7 0 to 8 0	10 0 to 20 0	10 0 to 15 0	10 0 to 20 0	Noakhali	25	Chittagong Division
X 10 10	10 0	10 4	3 12 0	3 12 0	3 10 0		8 0 to 9 0	8 0 to 9 0		8 0	8 0		10 0 to 15 0	10 0 to 15 0	Chittagong	26	Chittagong Division
															BIHAR.		
y 10 8	11 0	11 0	Panga 3 11 0	3 8 0	3 7 0	4 0 to 5 0	4 0 to 5 0	4 0 to 5 0	4 8 to 5 0	4 8 to 5 [illegible]	4 8 to 5 0	6 0 to 7 0	6 0 to 7 0	6 0 to 7 0	Patna	27	Patna Division
z 10 8	10 8	11 0	3 12 0	3 13 0	3 13 [illegible]	5 0 to 6 0	5 0 to 6 0	3 8 to 5 0	3 8 to 4 8	3 8 to 4 8	3 0 to 5 0	7 0 to 12 0	4 0 to 10 0	6 0 to 12 0	Gaya	28	Patna Division
a 10 8	10 8	10 0	3 12 8	3 13 0	4 0 0		4 11	4 11		5 0 to 6 0	4 0		7 8 to 9 6	7 8 to 9 6	Shahabad	29	Patna Division
b 10 8	10 8	11 0	3 13 0	2 12 9	3 10 0	3 12 to 5 10	3 12 to 5 10	3 12 to 4 11	5 0 to 8 0	4 0 to 10 0	4 0 to 8 0	7 8 to 11 4	7 8 to 10 0	7 8 to 10 0	Saran	30	Patna Division
c 10 0	10 0	10 8	4 0 0	4 0 0	3 13 0	4 0	4 0	4 0	4 8	4 8	4 8	7 0	5 8 to 6 8	5 8 to 6 8	Champaran	31	Patna Division
d 10 0	10 0	11 8	Panga 3 9 0	3 9 0	3 7 0	3 0 to 4 0	3 0 to 4 0	3 0 to 4 0	3 0 to 4 0	3 0 to 4 0	3 0 to 4 0	6 0 to 9 0	7 0 to 8 0	6 0 to 8 0	Muzaffarpur	32	Patna Division
e 11 0	11 4	10 6	3 8 0	3 10 0	3 8 0	3 12 to 5 0	3 12 to 5 0	3 12 to 5 0	3 0 to 5 0	3 0 to 5 0	3 0 to 5 0	3 12 to 12 0	3 12 to 12 0	3 12 to 12 0	Darbhanga	33	Patna Division
f 10 8	10 0	10 4	Panga 3 8 6	4 0 0	3 8 6		4 8 to 5 0	4 11		6 0	4 0 to 6 0		7 8 to 15 0	7 8 to 9 0	Monghyr	34	Bhagalpur Division
g 10 8	11 0	10 0	3 12 0	3 10 0	3 12 0	5 10	6 8	6 8	5 0	5 0	5 0	7 8 to 13 12	6 0 to 10 0	6 0 to 10 0	Bhagalpur	35	Bhagalpur Division
h 10 4	10 0	10 8	Panga 3 12 0	3 12 0	3 12 0	4 11 to 7 8	4 11 to 7 8	4 11 to 7 8	4 0 to 6 0	4 0 to 6 0	4 0 to 6 0	12 0 to 15 0	12 0 to 15 0	12 0 to 15 0	Purnea	36	Bhagalpur Division
i 10 0 10 0	10 0 10 0	9 8 10 0	Karkatch 3 14 0 Panga 3 14 0	4 0 0 3 14 0	4 0 0 3 11 0	6 0	6 0	7 0	6 0	6 0	6 0	10 0 to 15 0	10 0 to 15 0	10 0 to 15 0	Malda	37	Bhagalpur Division
j 10 0	10 0	10 0	Karkatch 3 12 0	3 12 0	3 12 0	3 12 to 4 4	3 12 to 4 6	4 0 to 4 8	4 0 to 6 0	4 0 to 6 0	5 0 to 7 0	7 8 to 18 12	7 8 to 18 12	9 6 to 22 8	Sonthal Parganas	38	Bhagalpur Division
															ORISSA		
k 12 0	12 0	10 12	Karkatch 3 0 0	3 2 0	3 2 0		5 1	5 10		5 0	5 0		7 8 to 18 12	7 8 to 18 12	Cuttack	39	Orissa Division
l 11 0	11 4	11 0	Panga 3 10 0	3 9 0	3 9 0	5 10 to [illegible]	5 0 to 7 8	5 10 to 6 9	4 0 to 7 0	4 0 to 9 0	4 0 to 7 0	9 6 to 15 0	9 6 to 15 0	9 6 to 15 0	Balasore	40	Orissa Division
m 13 8	13 0	13 4	Karkatch 2 15 0	3 0 0	2 15 6	6 0	4 8	6 0	6 0	5 5	6 0	9 0 to 11 0	7 8 to 9 0	9 0 to 11 0	Puri	41	Orissa Division
															CHOTA NAGPUR		
9 0	9 0	8 0	4 7 0	4 7 0	4 7 0	4 12 to 5 10	3 0 to 6 0	3 12 to 4 12	5 0 to 6 0	3 8 to 7 0	4 12 to 5 12	7 8 to 15 0	5 8 to 15 0	7 8 to 9 0	Hazaribagh	42	Chota Nagpur Division
9 8	9 8	9 0	4 2 0	4 2 0	4 8 0	3 4	4 0	3 0	5 0	5 0	5 0	8 0	8 0	8 0	Ranchi	43	Chota Nagpur Division
9 9	9 12	9 8	[illegible]	--		6 1½	6 1½	6 1½	4 0 to 5 0	4 0 to 5 0	4 0 to 5 0	7 8 to 9 6	7 8 to 9 6	7 8 to 9 6	Palamau	44	Chota Nagpur Division
n 10 0	10 0	10 0	3 12 0	3 11 0	3 12 0	2 13 to 5 10	2 13 to 5 10	2 13 to 4 11	6 0 to 8 0	5 0 to 8 0	5 0 to 8 0	10 0 to 15 0	10 0 to 15 0	10 0 to 15 0	Manbhum	45	Chota Nagpur Division
9 0	9 0	10 0	3 8 0	3 8 0	4 0 0	4 0	4 0	4 0	7 0	7 0	7 0	12 0	12 0	12 0	Singhbhum	46	Chota Nagpur Division

g In the subdivisions the retail prices of salt per rupee are—Banka 10 seers, Madhipura 9½ seers, Supaul 10 seers.
h. In the subdivisions the retail prices of salt per rupee are—Kishanganj and [illegible] 9 seers.
i At Baliа Nawabganj the retail price of salt (panga and karkatch) is 10 seers per rupee.
j In the subdivisions the retail prices of salt per rupee are—Deoghur return not received, Godda 10 seers (panga), Jamtara 11 seers (crushed), Pakaur 11½ seers (karkatch), Rajmahal 11 seers.
k. In the subdivisions the retail prices of salt per rupee are—Jajpur 10 seers (panga), Kendrapara 10 seers (panga).
l. At Bhadrak the retail price of salt is 10½ seers per rupee.
m. At Khurda the retail price of salt is 11½ seers per rupee.
n At Gobindpur the retail price of salt is 10 seers 10 chitaks per rupee.

Published for general information.

F. A. SLACKE,
Secretary to the Govt. of Bengal.

PRICES-CURRENT (wholesale) of Food-grains, Firewood, &c.,

Number	Marts	Rice (best sort).			Common rice (mota chaul).			Wheat (Triticum sativum)			Barley (Hordeum vulgare).		
		Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year
1	2	3	4	5	6	7	8	9	10	11	12	13	14
		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
1	Calcutta	4 12 0	5 0 0	4 12 0	3 12 0	3 12 0	3 4 0	3 8 0	3 8 0	3 12 0	1 12 0	2 4 0	2 0 0
2	Burdwan	3 8 0	3 8 9	3 5 3	3 2 0	3 2 0	2 15 6			2 12 0	...	...	...
3	Midnapore	Old 4 0 0 New 3 12 0	Old 4 4 3 New 4 0 0	3 12 0	3 4 0 2 12 0	Old 3 8 11 New 3 5 10	2 14 0	.	..		.	..	..
4	Pabna ..	6 8 0	6 8 0	6 0 0	3 5 3	2 15 6	2 8 0	2 10 6	2 10 6	2 6 6		..	...
5	Rangpur	5 8 0	5 0 0	4 8 0	3 12 0	3 8 0	2 8 0	3 8 0	3 8 0	3 8 0			...
6	Dacca	4 0 0	4 0 0	3 8 0	3 5 0	3 6 0	2 4 0	3 14 0	3 15 0	3 8 0			1 4 0
7	Chittagong			3 12 0	3 2 0	3 4 0	2 12 0					...	..
8	Patna ...	3 4 0	3 4 0	3 4 0	2 6 6	2 7 0	2 5 6	2 10 0	2 10 0	2 7 0	1 10 0	1 14 0	[illegible] 15 0
9	Musaffarpur ..	4 7 0	4 7 0	5 5 0	2 12 0	2 12 0	2 12 0	3 1 3	3 1 3	2 13 9	1 14 6	2 0 0	2 1 7½
10	Bhagalpur ...	4 0 0	3 15 0	3 2 9	2 10 0	2 6 0	2 10 0	3 2 6	3 2 10	2 14 0	1 12 0	1 12 0	1 15 6
11	Cuttack	3 12 9	3 6 6	3 6 0	2 8 0	2 8 6	2 8 6	3 6 0	3 9 0	3 12 6	..		
12	Ranchi ...	3 3 0	3 3 0	5 6 6	2 10 0	2 5 6	4 7 0	3 10 0 to 5 6 6	3 10 0 to 5 6 6	3 13 0 to 5 8 3	3 5 3	3 5 3	3 6 3

CALCUTTA,
The 22nd January 1901

Juar or cholum (*Sorghum vulgare*).			Bajra or cumbu (*Pennisetum typhoideum*)			Marua or ragi (*Eleusine coracana*)			Gram, Chana, Chola, Kadalay, or Sunaga (*Cicer arietinum*)		
Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year	Present return	Next preceding return.	Corresponding return of last year	Present return	Next preceding return	Corresponding return of last year
15	16	17	18	19	20	21	22	23	24	25	26
Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
2 0 0	2 2 0	3 0 0	2 4 0	2 8 0	3 8 0				3 4 0	3 4 0	2 12 0
	...		...						2 14 0	2 11 0	2 6 0
...	...										...
...		...	...						3 2 3	3 5 0	2 12 9
...	...	...			...	...			3 4 0	3 4 0	3 8 0
...	...		...						3 4 0	3 2 0	2 8 0
...	...					...			3 12 0	3 14 0	4 0 0
1 5 0	1 9 0	2 3 0							1 15 0	1 15 0	2 3 0
				...		1 10 6	1 8 6	1 14 6	2 10 6	2 8 0	2 5 6
...			...						2 14 0	2 8 0	2 7 0
...	...		...						3 2 0	Biri or kalai 3 2 0	2 5 6
...	...			...	...				3 6 0	3 1 0 to 3 5 3	3 0 6 to 3 3 3

PRICE PER MAUND OF

Indian corn or maize (Z. mays)			Arhar dal or Thur—Cadian pea (Cajanus indicus)			Linseed			Mustard and Rapeseed.		
Present return	Next preceding return	Corresponding return of last year	Present return	Next preceding return	Corresponding return of last year	Present return.	Next preceding return	Corresponding return of last year	Present return	Next preceding return.	Corresponding return of last year
27	28	29	30	31	32	33	34	35	36	37	38
Rs A P	Rs. A P	Rs A P	Rs A P	Rs. A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs. A. P
1 12 0	2 0 0	2 12 0	4 8 0	4 0 0	3 8 0	6 6 0	6 12 0	5 8 0	6 0 0	5 12 0	4 8 0
			1 7 0	1 7 0					6 5 0	6 8 0	5 0 0
						4 14 0	6 8 0	4 8 0	Black mustard 5 12 0	6 12 0	3 12 0
									Rapeseed No import	No import	3 8 0
			5 5 0	5 [illegible] 0	1 6 0	6 0 0	6 1 0	4 4 0	4 10 0	5 8 0	4 6 0
2 12 0	2 12 0	2 0 0	5 0 0	4 0 0	4 8 0				7 0 0	6 8 0	4 12 0
			4 12 0	4 8 0	3 12 0						
–			5 4 0	5 4 0	4 12 0				6 8 0	7 0 0	4 12 0
1 11 0	1 10 0	2 [illegible] 0	3 0 0	2 [illegible] 0	2 10 0	5 0 0	4 11 0	4 6 0	6 10 0	6 10 0	4 6 0
1 10 0	1 10 0	2 9 9	4 3 6	3 13 0	3 5 3						
2 1 0	1 12 0	2 4 0	4 8 0	4 8 0	3 7 6		6 4 0	4 12 0	6 4 0	8 0 0	4 9 0
			3 3 0	3 3 0	2 0 6		–	–	6 0 0	6 0 0	3 11 3
–			5 6 6	5 6 6	5 0 0	5 0 0	5 0 0	5 0 0	5 0 0 to 8 0 0	7 4 3	5 14 9

40 STANDARD SEERS

Til or Jinjili seed.			Sugar (raw)			Cotton, cleaned			Jute		
Present return.	Next preceding return	Corresponding return of last year	Present return	Next preceding return	Corresponding return of last year	Present return	Next preceding return	Corresponding return of last year	Present return.	Next preceding return	Corresponding return of last year
39	40	41	42	43	44	45	46	47	48	49	50
Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
5 0 0	5 4 0	4 8 0	4 4 0	4 12 0	5 6 0	18 0 0	18 0 0	16 0 0	4 12 0	4 12 0	5 0 0
			3 12 0	3 11 0	[illegible] 0 0			18 0 0	...		...
...			4 12 0 to 5 6 0	5 0 0 to 5 8 0	4 1[illegible] 0	20 0 0 to 22 0 0	18 0 0 to 20 0 0	1[illegible] 0 0 to 20 0 0			
			5 0 0	5 0 0	4 8 0	21 0 0	21 0 0	18 0 0	3 12 0	3 14 0	1 8 0
...		...	7 0 0	7 0 0	7 0 0				4 4 0	4 4 0	4 0 0
	...	...	5 12 0	5 12 0	6 0 0				5 0 0	4 8 0	4 8 0
...			5 4 0	5 4 0	5 0 0	15 8 0	15 8 0	1[illegible] 8 0		...	...
4 10 0	4 10 0	3 14 0	3 8 0	3 12 0	3 8 0	17 0 0	18 0 0	15 0 0	3 0 0	3 0 0	5 0 0
...			3 10 0	3 5 0	2 8 0		...	...	...	...	...
...			6 0 0	4 0 0	3 9 0	19 2 0	20 0 0	20 0 0			...
3 8 0	3 8 0	3 11 3	4 4 0	4 8 0	4 8 0	22 0 0	22 0 0	21 8 0	...	...	...
...	...		4 7 0 to 5 0 0	4 7 0 to 5 0 0	4 3 3 to 4 9 0	22 12 0	22 12 0	22 12 0	...	...	...

Ghi (clarified butter)			Tobacco leaf			Hides (cow)			Grass		
Present return	Next preceding return	Corresponding return of last year	Present return	Next preceding return	Corresponding return of last year	Present return	Next preceding return	Corresponding return of last year	Present return	Next preceding return	Corresponding return of last year
51	52	53	54	55	56	57	58	59	60	61	62
Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P
39 0 0	39 0 0	33 0 0	9 0 0	9 0 0	6 0 0	Per 100 pieces 250 0 0	250 0 0	250 0 0	1 0 0	1 0 0	0 13 0
4 0 0	41 0 0	33 0 0									
38 0 0 to 42 0 0	42 0 0	32 0 0	7 8 0 10 12 0	Madhukah 7 8 0 Pulta 10 12 0 to 11 0 0	7 8 0 9 12 0	Uncleaned hides per piece 1 4 0 to 2 8 0 Cleaned hides per piece 1 0 0 to 2 4 0	1 0 0 to 2 4 0 1 4 0 to 2 8 0	0 12 0 to 2 8 0 1 0 0 to 2 12 0			...
53 0 0	53 0 0	55 0 0	11 0 0	11 0 0	9 4 0					..	
45 0 0	42 0 0	35 0 0	7 8 0	7 8 0	8 0 0				0 2 6	0 2 6	0 2 6
42 0 0	42 0 0	32 0 0	10 0 0	10 0 0	7 0 0	25 0 0	25 0 0 per maund	25 0 0	0 4 0	0 4 0	0 4 0
45 0 0	45 0 0	45 0 0	12 12 0	12 14 0	12 0 0	18 0 0	17 8 0 per maund	18 8 0			
33 0 0	36 0 0	29 0 0	3 0 0	3 0 0	3 0 0				0 5 0	0 5 0	0 5 0
35 9 0	35 9 0	29 1 6	8 0 0	8 0 0	10 0 0			...			...
37 4 0	37 4 0	40 0 0	5 0 0	4 12 0	7 8 0						...
38 4 0	39 6 0	28 8 0	4 4 0	4 1 0	4 4 0	25 0 0	25 0 0 per maund.	26 0 0	0 9 0	0 9 0	0 8 11
40 0 0 to 45 11 3	36 0 0 to 42 10 8	29 8 0 to 34 0 0	8 0 0 to 18 0 0	8 0 0 to 18 0 0	8 0 0 to 13 0 0	1 0 0 per piece	1 0 0	1 0 0	0 2 8	0 2 8	0 2 8

the undermentioned Marts of Bengal on the 15th January 1901.

STRAW			JUAR STALKS.			PRICES PER MAUND OF 40 STANDARD SEERS — IRON			FIREWOOD			SALT.			MARTS.
Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return	Corresponding return of last year	Present return	Next preceding return	Corresponding return of last year	Present return.	Next preceding return	Corresponding return of last year	
63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78
Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
0 10 0	0 12 0	0 8 0				5 4 0	5 4 0	5 4 0	0 9 0	0 9 0	0 8 0	3 6 0	Panga 3 6 0	3 5 0	1. Calcutta.
0 6 3	0 10 6	0 4 0							0 5 3	0 5 3	0 8 0	3 5 0	Crushed 3 4 6	3 6 0	2. Burdwan
[illegible] 2 10	0 2 10 to 0 3 7	0 2 5				4 12 0	4 12 0 to 5 0 0	3 8 0 to 4 12 0	0 1 0	0 4 0	0 4 0	3 9 0	Panga 3 9 0	3 8 0	3 Midnapore
1 0 0	1 [illegible] 0	1 0 0	...			7 12 0	7 12 0	7 0 0	0 5 0	0 5 0	0 6 0	3 13 0	Panga. 3 13 0	3 13 6	4 Pabna
0 7 0	0 7 0	0 7 0				7 8 0	7 8 0	7 0 0	0 [illegible] 0	0 5 0	0 8 0	4 0 0	Panga. 4 0 0	4 0 0	5 Rangpur.
...						6 0 0	6 0 0	5 8 0	0 [illegible] 6	0 5 6	0 5 0	3 11 0	Panga 3 11 0	3 8 0	6 Dacca.
...		...				7 4 0	7 4 0	6 8 0				3 12 0	3 12 0	3 10 0	7 Chittagong.
0 5 0	[illegible] 0	0 [illegible] 0				4 0 0	4 0 0	4 0 0	0 5 0	0 5 0	0 5 0	3 11 0	Panga. 3 8 0	3 7 0	8 Patna.
...			...	...	...	6 10 6	6 10 6	5 11 6	0 1 0	0 4 0	0 4 0	3 13 0	Panga 3 13 0	[illegible] 7 0	9 Muzaffarpur
	...					6 0 0	6 8 0	5 0 0	0 [illegible] 9	0 5 9	0 6 9	3 12 0	3 10 0	3 12 0	10 Bhagalpur
0 8 0	0 9 0	0 8 0	...			4 2 0	4 2 0	4 8 0	0 1 0	0 4 0	0 4 0	3 0 0	Kutcha 3 2 0	3 2 0	11 Cuttack.
No fixed rate			...	...	...	5 0 0	5 0 0	5 0 0	0 4 0	0 4 0	0 4 0	4 2 0	Panga 4 2 0	4 8 0	12. Ranchi

F A SLACKE,
Secretary to the Govt. of Bengal.

I

IMPORTS INTO CALCUTTA

The following Statement shows the Quantities of the Principal Staples of Traffic imported into Calcutta from the Interior by Rail, Road, River (Country-boat and Steamer), the Calcutta Canals and coasting vessels during the month of October 1900.

Whence imported	Food-grains: Rice and paddy: Rice	Food-grains: Rice and paddy: Paddy *	Food-grains: Rice and paddy: Total (in rice)	Food-grains: Wheat	Food-grains: Wheat flour	Food-grains: Gram and pulse	Food-grains: Other food grains	Food-grains: Total	Fibrous products: Jute raw	Fibrous products: Gunny bags †	Oilseeds: Linseed	Oilseeds: Mustard seed	Tea, Indian	Cotton, raw	Silk raw	Coal and coke	Indigo	Sugar: Refined	Sugar: Unrefined	Sugar: Molasses	Tobacco: Unmanufactured	Tobacco: Manufactured
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
BENGAL	Mds	Mds	Mds	Mds	Mds	Mds	Mds	Mds	Mds	No	Mds.	Mds.	Mds	Mds	Mds	Mds.	Mds.	Mds.	Mds.	Mds	Mds.	Mds.
Burdwan	[illegible]	73 644	[illegible]	[illegible]		[illegible]		[illegible]	[illegible]	18 570	912											
Birbhum	[illegible]	[illegible]	[illegible]					[illegible]	1 014	6 145					73	36,22,055		96		104	16	13
Midnapore	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]	3,079	[illegible]	1 453	16			108					12	311	
Hooghly	[illegible]	[illegible]	[illegible]	3 145		[illegible]	[illegible]	[illegible]	1 21 710	[illegible]	1 534			373	114	5,963		12		1 548	639	75
24-Parganas	[illegible]	[illegible]	[illegible]		63	102		[illegible]	3 59 073	667 586				1,119		4,563		68		4,631	7,583	516
Nadia	[illegible]		[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	1 37 901	8 714	9 293	369		834		4,023		973	1,466	2,351	3,560	784
Murshidabad	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	3 200	[illegible]	[illegible]	[illegible]	3 679	633			103			908	1,690		1,314	696
Jessore	[illegible]	[illegible]	[illegible]			[illegible]		[illegible]	[illegible]	[illegible]	417				476	5 421			25	9	1	
Khulna	[illegible]	[illegible]	[illegible]					[illegible]	[illegible]	[illegible]									1 371	350	1 947	
Rajshahi	[illegible]		1	105		[illegible]		[illegible]	[illegible]	[illegible]	670									4,650		
Dinajpur	[illegible]	[illegible]	[illegible]			[illegible]	4	[illegible]	61 581						164							
Jalpaiguri	[illegible]		592					[illegible]	[illegible]	[illegible]			40 79									
Darjeeling				[illegible]				[illegible]	[illegible]	[illegible]			22,332									516
Rangpur	[illegible]		[illegible]			[illegible]		[illegible]	[illegible]	945			1 795									
Bogra	[illegible]	316	[illegible]					[illegible]	[illegible]	946		83								331	161	5,039
Pabna	1		1	141		[illegible]		2 735	3,68 001	1,295	1,287					5						
Cooch Behar									10,236	85												398
Dacca	[illegible]	135	896			235		1,071	16,30 112	1 655				659								315
Mymensingh	1 724	681	[illegible]					2,160	3 84 357	1,960												
Faridpur	[illegible]	[illegible]	30,139	744		3 196	105	34,183	6,21 308	2,730		1,447										
Backergunge	[illegible]	353	[illegible]					2,14,917	6 658		218									471		
Tippera	12,474		[illegible]					12 474	1,32,703	945			536	945								
Noakhali	16 045	[illegible]	[illegible]					16,107	5 102					300								
Chittagong	4		4					4		2,275			2,097	1,477								
Total of Bengal	10 32 064	[illegible]	[illegible]	[illegible]	63	2,28 635	6 528	14,33,163	48 95 357	13,72,048	19 592	2,548	76 839	4,597	1 098	36,45,641		2,066	4,753	14,757	15,472	11,497
BIHAR																						
Patna				3 535		[illegible]	[illegible]	49,262		316	9 868	1 054										
Gaya				[illegible]		[illegible]		[illegible]		595	1 626	348					10		336	620	3,272	1,589
Shahabad				[illegible]		17 5[illegible]	419	[illegible]		315	5 135									653	46	299
Saran				1 711			[illegible]	[illegible]		280	6,338	240							492	2,434		2
Champaran						[illegible]	653	[illegible]			5 905	1 075									3	
Muzaffarpur		654	409	1 515		5 462	523	11 914	1 572		4,471	1 936									614	
Darbhanga				369		717	167	[illegible]		210	12 000	723		23							1 047	
Monghyr	1 439	365	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]		560	1 968	2,946		36							267	5
Bhagalpur	1 464		1 464	[illegible]		[illegible]	[illegible]	[illegible]		245	2,278	1,231									99	
Purnea	[illegible]		[illegible]			[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	235	1 189									997	2,117
Malda	[illegible]		[illegible]	[illegible]		[illegible] 423	[illegible]	[illegible]	[illegible]	810	134				18						1	
Sonthal Parganas	[illegible]		[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	2,054	1 995	1 751	2 855		18						65	100	102
Total of Bihar	9 837	1 049	10 464	[illegible]		1 38 437	85,591	3 19,909	84,143	5,575	51 125	13 657		62	18		10		758	3,935	6,806	4,105

* One maund of paddy is equivalent to 25 seers of rice.

† Exclusive of bags obtained by local manufacture.

Whence imported	Food-grains								Fibrous products		Oilseeds		Tea, Indian	Cotton, raw	Silk, raw	Coal and coke	Indigo	Sugar			Tobacco	
	Rice and paddy																					
	Rice	Paddy *	Total (in rice)	Wheat	Wheat flour	Gram and pulse	Other food grains	Total	Jute raw	Gunny bags †	Linseed	Mustard seed						Refined	Unrefined	Molasses	Unmanufactured	Manufactured
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ORISSA	Mds	Mds	Mds	Mds	Mds	Mds	Mds	Mds	Mds	No.	Mds	Mds	Mds.	Mds.	Mds.	Mds	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Cuttack	296	...	296			100	...	396	293	35					..			...				...
Balasore	6 603	443	6,883			1 634	..	6 510	97	175	91						..			14	71	1
Total of Orissa	6,899	446	7 178			1 733		8 911	390	210	91			...			..	...		14	71	1
CHOTA NAGPUR																						
Hazaribagh	....					2,185	..	2 185	... ...	245			..		..	1 46 464	..		...	...	..	....
Manbhum	5		5			1,922	25	1 952				..	725	..		39 64,316		..	...	..	... ..	...
Singhbhum	173		173					173		290			...	..	.. ..	..	..	....	....		.. ..	.....
Total of Chota Nagpur	178	..	178	..	..	4 107	25	4,310	.. ..	535	....		725	..	...	38,12,800	...	.....	..		..	.....
Grand Total of supplies from the Provinces under the Lieutenant Governor of Bengal	10 46 068	2,13 940	11 52 6[illegible]	1 [illegible]	63	3 32 14	62 14	17 6[illegible] 383	47 60 590	1 378 453	[illegible]0 808	16 805	77 264	4,559	1 046	68 58,441	10	2,056	5 510	15 706	22,049	16,603
OTHER PROVINCES.																						
Assam	5 812		5 812	..	..		..	5 812	7 723	245		957	3 52,940		..	9 263	..	..	......	...	75	...
North Western Provinces and Oudh	189		189	95 676	6 554	56 815	2 60[illegible]	1 61 901	377		13 705	51 845		9 279		...	603		135	859	140	
Punjab ...	21		21		345	120		404				7,988	113	174	106		23	..	...	..	..	......
Central Provinces										560				...				..	...	..	...	
Rajputana and Central India		..										11 908	...	1 251			.....	...	...	...	.. ..	...
Berar ..										550		.....		581		... ..	..	..	...		...	...
Bombay ...						181		681	....	..		0 738	19	1 497	...	....		316		.....	13	9
Madras ...				..			..		..	1 200			3,719	..		......		20,674	....	......	91	198
Burma ...	8 741		8 741			1 285	155	10 181		2,600			383	1 122	...	8,112	...	...	..	..	4,052	29
Grand Total of Imports in October 1900	10 63,734	2,13 940	11 97 446	2,23,258	6 962	4,51 520	64,968	19 44,452	47,77,990	1 383 308	34,513	96 441	3,34,433	18,448	1 152	68,75,813	636	23,046	5,645	19 565	27,023	15,839
Grand Total of Imports in October 1899	16 11,537	2 70 590	17 80 658	2,76 013		10 43,317	72 469	31 72,467	36,39 029	1,396,928	5,19 077	3,60,970	2,72,155	36 276	1,602	53 82,415	5,062	2,629	38,971	..	42,837	3,530

* One maund of paddy is equivalent to 25 seers of rice

† Exclusive of bags obtained by local manufacture

II

The Sea-borne Trade of Calcutta in these staples during the month of October 1900 was as follows :—

Exported from Calcutta.	Rice.	Paddy	Total (in rice)	Wheat.	Wheat flour	Gram and pulses.	Other food grains	Total	Jute raw	Gunny bags
1	2	3	4	5	6	7	8	9	10	11
To Indian Ports, via —	Mds	Mds	Mds	Mds.	Mds.	Mds.	Mds	Mds	Mds.	No
Bombay	2,963		2,963	299		2 901	40	6 263		1,877 800
Other ports in Bombay		..		...	..					
Madras	42,169	399	42 368	1 564	465	70 029	504	1 14 920	3	129 300
Other ports in Madras	13 975	..	13,976	581	362	13 932	740	29 539	22	320 950
Burma	35,921	..	35 921	1 892	11 339	19 841	11 139	80 132	14	851 000
Other Indian ports ..		....	..	1,579	977	1 812	1	4,369		39 600
Pondicherry			..	40	198	920		1,158	..	1 060
Sind ..	389		389	..		..		399		179,250
Total of Inter-portal Trade	95,307	399	95,616	5 896	13 341	1 00 435	12,433	2 36 720	39	3,398 900
To Foreign Ports—										
United Kingdom	29 680	...	29,680			28,137	..	57 817	14 68 551	3,071 650
Other foreign ports	8,68,637	4,047	8,71,166	1 878	675	55 902	5 525	9,35,146	7 59 917	19 641 198
Total of Foreign Trade ..	8,98,317	4,047	9,00 846	1 878	675	84 039	5,525	9 92,963	21 28 468	22 712,848
Grand Total of Exports in October 1900	9,93,684	4,446	9,96 462	7 773	14,016	1,93,474	17 958	12 29 683	21 28,507	26,111,748
Grand Total of Exports in October 1899	12,34,313	17,885	12,46 522	56,569		2,59,551	23 477	15,85,169	20 46,051	21,415 071

Exported from Calcutta.	Linseed	Mustard seed	Tea, Indian	Cotton, raw	Silk raw	Coal and coke	Indigo.	Sugar: Refined	Sugar: Unrefined	Tobacco: Unmanufactured.	Tobacco: Manufactured.
1	12	13	14	15	16	17	18	19	20	21	22
To Indian Ports, via —	Mds	Mds	Mds.	Mds.	Mds.	Mds	Mds.	Mds	Mds.	Mds.	Mds.
Bombay		..	6,261	...	..	24,61 733	...	177		...	17
Other ports in Bombay			8	...	..	.. ..		..	......	...	...
Madras			76	..	47	4 04,196			.. ..	...	
Other ports in Madras	..	299	18		7	98,874	... ..	40	..	..	.....
Burma		..	172	210	43	5,36 330	3	596	517	12,219	288
Other Indian ports ..	..	.....	....	3	.....	11 468	...	1,681	670	1,704	37
Pondicherry	...		..			..	..		..	..	......
Sind ..	..		29	..	..		...				.. ...
Total of Inter-portal Trade		299	6,584	213	97	35,12,621	3	2,444	1,187	13,923	383
To Foreign Ports—											
United Kingdom	2 03 494	10,040	3,37 045	1,138	515	...	108	......	...	......	56
Other foreign ports	8,472	36 690	50,836	10 070	485	1,19,368	97	31	...	124	300
Total of Foreign Trade ..	2 11 966	46,730	3,87 881	11,208	1,000	1,19,368	205	31	...	124	356
Grand Total of Exports in October 1900	2 11 966	47 029	3,94,465	11,421	1 097	36,32,089	208	2,475	1,187	14,047	686
Grand Total of Exports in October 1899	6,34,910	277	3,12,231	5,887	2 458	.. ..		2,968	1,452	13,806	815

III

Imports into Calcutta

The following statement shows the several Routes followed by the Trade in the Principal Staples of Traffic imported into Calcutta during the month of October 1900

Specification of Routes	Food-grains.						Fibrous products		Oilseeds		Tea, Indian	Cotton, raw	Silk raw	Coal and Coke.	Indigo.	Sugar.			Tobacco	
	Rice.	Paddy	Wheat	Wheat flour	Gram and pulses	Other food grains	Jute raw	Gunny bags.	Linseed	Mustard seed.						Refined	Un-refined	Molasses	Unmanufactured	Manufactured.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
	Mds.	Mds	Mds	Mds.	Mds.	Mds	Mds.	No.	Mds.	Mds	Mds.	Mds	Mds	Mds.	Mds	Mds.	Mds.	Mds	Mds.	Mds.
By country boats	6,06,346	1 09,970	34,928	... ..	1,67 178	9,352	8 98 362	824 888	12,978	2 559	..	738	175	6 [illegible]60		2,048	606	12,872	11,104	1 778
" river steamers	40,302	2,536	4,032	..	20 067	880	17 20,101	8,540	3,976	1,013	2,20,279	943	288	17,884	..	8	1,781	13	1,391	1,299
" rail — E I Railway	2,10 178	58 909	1,83 854	6,899	2,06,227	54,435	1 38,893	49 000	62 918	83 795	838	11,260	617	68,34,855	635	...	893	5,309	2,989	132
" rail — E. B S Railway	1 09 504	1 090	714	...	[illegible]3 533	105	15 [illegible]	767 [illegible]25	4,[illegible]80	1 530	111	43	172	5			911		101	11,610
" rail — Assam Bengal Railway	1 300	..	...	..		...	8 850	2 025	... ..	6	55 259	247					..			..
" rail — Bengal Nagpur Railway	644	...			102			350			...	...		... ...					...	...
" rail — Bengal Central Railway	6,770	101	...	...	1 094		2,45,751	1,680	270	..	...	...	..	..	..		578	..	1 290	...
" road	70,673	10 888	..	68	42		2,60 053	24 800				1 119		6,400	..		882	1,581	3 331	895
" sea ..	15 337	446			3 857	155		3 700	91	6,738	5,931	4,086	...	8,112	..	20 990			4,914	255
Grand Total of Imports in October — 1900	10 63,734	3,13,940	2,23,258	6 962	4,51,820	64 966	47,77 990	1 353,308	84 513	95,641	3,34,438	13 442	1 152	68 75 816	636	23 046	6,646	19,565	27,030	15,689
Grand Total of Imports in October — 1899	16,11,537	2,70,595	2 76 013		10 43,347	72,469	36 39,029	2 395,928	5 19 077	2 60,970	2 72,155	36,276	1 602	53,82,412	5 062	2,629	38 871	...	42,327	3,539

IV.

Exports from Calcutta.

The following Statement shows the Values and Quantities of the Principal Staples of Traffic exported Inland from Calcutta by Rail, Road, River (Country-boat and Steamer), the Calcutta Canals and coasting vessels during the month of October 1900 —

Whither exported	Cotton piece goods		Cotton twist		Salt	Kerosine oil.		Gunny bags.
	European	Indian	European	Indian		From Calcutta.	From Budge Budge.*	
1	2	3	4	5	6	7	8	9
Bengal	Rs	Rs	Mds	Mds	Mds	Mds	Mds	No
Burdwan	1,86,606	271	223	654	19 780	287	6 202	72 855
Birbhum	57,244	3,030	62	1,059	10 548	2	2,154	83,845
Midnapore	2,87,380		1,897	212	15,904	383	2,500	38 530
Hooghly	1 00,890	11,437	188	37	6,801	4,380	2 376	56 750
24 Parganas	2,22 007	6,078	586		24 502	9 582	3 799	9,445
Calcutta							83 704	
Nadia	1 33 454	339	1,404	140	10,607	1 054	5 712	66 034
Murshidabad	49 419	1,333	130	107	16 576	746	2,069	33,810
Jessore	79,903		801		16,591	4 936	1 710	3 720
Khulna	32,824		135		3 656	1 216		3 230
Rajshahi	70 970		10	12	12 421	3	2,300	25,515
Dinajpur	60,940		31	104	12 345	7	7,8	52 675
Jalpaiguri	1 10 880	0.3	100	208	6 604	43	2,214	2 415
Darjeeling	1 43,660		141	181	4,938	176	2 504	1 645
Rangpur	4 23 170	663	209	278	14,284	42	2,966	8,645
Bogra	1 61 810		82	131	3 690	50	1 130	36 470
Pabna	1 30 436		238	164	43 015	3	52,688	8 770
Cooch Behar	96 965		10	119	1 554	7		735
Dacca	5 65 548	312	2,964	128	50,070	1 115	68,200	8 590
Mymensingh	1,68,327		506	139	7,745	1	2 025	3,718
Faridpur	51,480		592	48	24 448	9 088	1,084	22 820
Backergunge	1 93 807		1,599		34,965	8 342	640	37 870
Tippera	2,37 578		1,455	8	10 333	2,165	1,500	11 550
Noakhali	4 565		245		6 975	1 600		840
Chittagong	74,163	180	772			45	...	45 72.
Total of Bengal	39,09,314	24 207	14,040	3,783	3,64,512	44 353	2,42 492	635,855
Bihar.								
Patna	4,07 132	507	449	448	12 408	30	11 640	30 690
Gaya	2 70 710		37	442	5 148		3,405	2 520
Shahabad	2 56 355	897	39	49	12 270	23	331	23,910
Saran	3,29,240		86	12	15 235		3 911	19 775
Champaran	2,94,140		11	81	19 158	50	1 536	28 140
Muzaffarpur	2 92 215			30	14,829	10	3,307	8 680
Darbhanga	3,50 900				25 993	12	5 203	23,195
Monghyr	2 00 667	936	78	450	11,678	34	6,184	72 065
Bhagalpur	1 63 174	702	77	237	13,587		3,440	70 780
Purnea	2 44 035		90	341	20,047	4	4 314	14,9 5
Malda	33 660		94	157	6 157	400	875	12 020
Sonthal Parganas.	5,1315		505	911	18,789	4	2 774	53,865
Total of Bihar	27 93 ,48	3 042	1 468	3,318	1 68,382	573	47 772	374,555
Orissa								
Cuttack	4,708	195		158		21	1,007	700
Balasore	23 505		767	4 531	10 453	1,348		
Total of Orissa	28 213	195	767	4,689	10 453	1 369	1 007	700
Chota Nagpur								
Hazaribagh	56 265	1,326		718	3 188		510	3,640
Manbhum	84,645	2 730	151	641	23 478	105	3 569	70
Singhbhum	11 110	1,326		23	6,356	5	290	1 155
Total of Chota Nagpur	1 52 020	5,382	151	1,382	33 022	110	4,369	4 865
Grand Total of Supplies into the Provinces under the Lieutenant Governor of Bengal	68 76 090	32,826	16 426	13,067	5,80,349	46,405	2,95 640	1 015 975
Other Provinces								
Assam	9,27 115	117	2 205	1,299	42 930	862	20,834	6,646
North Western Provinces and Oudh	24,34,201	8,385	1,518	401	14,835	55	37,245	430,060
Punjab	9 72 862	6,786	227	23		8	7,450	241,710
Central Provinces	70 752	13,416	132	157		37	7,938	34 405
Rajputana and Central India	83,019		40			9	1,178	21,000
Berar	5,905		...					31,780
Bombay	12 153	577		...			...	1,877,800
Madras	46 337		174		...	16		450 250
Pondicherry								1,000
Burma	74 870	11,009	400	227		164	...	851,000
Sind	500	...						179 250
Grand Total of Exports in October 1900	1,15,05,894	75,037	21,182	15,154	6,38,114	47,556	3,70,285	5 142,895
Grand Total of Exports in October 1899	99,21,088	81,903	15,888	16,049	7,05,743	2 73,023		3,026,923

* Represents the trade registered at the traffic registering stations only.

V.

The Sea-borne Trade of Calcutta in these Staples during the month of October 1900 was as follows —

IMPORTED INTO CALCUTTA	COTTON PIECE-GOODS		COTTON TWIST		Salt	Kerosine oil	Gunny-bags.
	European	Indian	European	Indian			
1	2	3	4	5	6	7	8
	Rs.*	Rs.	Mds	Mds	Mds	Mds.	No
From Foreign Ports—							
United Kingdom	1,34 94 319		11 997		1 79 443	–	
Other foreign ports	1 71 268	..	489	5	57,217	2 43 587	
Total of Foreign Trade ..	1 36,65,587		12 486	5	2 36 660	2 43,587	
From Indian Ports—							
Bombay	3,50 276	8,92 461	1,023	23,970	49 950		
Madras	16 706	27 646		..		..	1,200
Other ports in Madras	12 940	3,500		...			
Burma	1,25 227	1,540				3,521	2 500
Total of Interportal Trade	5,0 ,149	9 25,147	1,023	23,970	49 950	3,521	3,700
Grand Total of Imports in October 1900	1 41,70 736	9,25,147	13,509	23,975	2 86,616	2 46 108	3 700
1899	1 27 20 798	10,34,804	14 539	18 316	7 64,917	4,18,264	..

* As per tariff declaration value

VI

The following Statement shows the several Routes followed by the Trade in the above Principal Staples of Traffic exported from Calcutta during the month of October 1900 —

SPECIFICATION OF ROUTES	COTTON PIECE-GOODS,		COTTON TWIST		Salt	KEROSINE OIL		Gunny bags
	European	Indian	European	Indian		From Calcutta	From Budge Budge	
1	2	3	4	5	6	7	8	9
	Rs	Rs.	Mds	Mds	Mds	Mds	Mds	No
By country boats	1 42 900	6 900	743	..	1 56 059	33,818	7,932	103,660
„ river steamers	23 75 712	2 420	8 947	1 435	1 24 696	982	1 47 239	106 035
„ rail East Indian Railway	66 15 114	45 014	3 338	6,860	2 22,433	734	1 13 978	1 274,245
„ rail Eastern Bengal State Railway ...	16 83,374	1 698	3 617	1 746	1 08 927	1 052	1,00 608	228,865
„ rail Assam Bengal Railway	1 66,881	117	1 818	35	1 633	171		8,400
„ rail Bengal Nagpur Railway	35,739	195		320	1,287	37	1 007	2 940
„ rail Bengal Central Railway ..	88 572		928		8 655	1 279		16,080
„ road	2 35 717	6,978	451		3 971	7,326	75	4,880
„ sea	1,58,605	11,760	1 340	4,758	10,453	1 549		3,398 900
Grand Total of Imports in October 1900	1 15 05 894	75,017	21 182	15,154	6,38,114	47,556	3 70 285	5 143,895
1899	99 1 068	21 903	1, 685	16,049	7 05 743	2 73 023		4,026 923

STATISTICAL DEPARTMENT,
The 18th January 1901.

F A SLACKE,
Secy to the Govt. of Bengal.

II

The Sea-borne Trade of Calcutta in these staples during the month of October 1900 was as follows:—

Exported from Calcutta	Rice	Paddy	Total (in rice)	Wheat	Wheat flour	Gram and pulses.	Other food grains	Total	Jute raw	Gunny bags	Linseed	Mustard seed.	Tea, Indian	Cotton, raw	Silk, raw	Coal and coke.	Indigo.	Sugar: Refined	Sugar: Unrefined	Tobacco: Unmanufactured.	Tobacco: Manufactured.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
To Indian Ports, viz.—	Mds	Mds.	Mds.	Mds	Mds	Mds.	Mds	Mds	Mds.	No	Mds	Mds	Mds	Mds.	Mds.	Mds	Mds	Mds	Mds.	Mds.	Mds.
Bombay	2,963		2,963	299		2 901	40	6 203		1 877 800	..		6,281	...		24,81 733	...	177	..	.. ..	17
Other ports in Bombay		.. ..	..	...	..				...				8	...		...	...	..	.....	.	..
Madras ..	42,109	399	42 758	1,564	465	70 039	304	1 14 0,0	3	129 300			76	..	47	4,04,196		..		.. ...	..
Other ports in Madras	13,975	..	13,975	581	362	13 932	749	29 539	22	330,950		299	18	..	7	98,874	...	40	..	..	.....
Burma ..	35 921	..	35 921	1 592	11 339	19 841	11 139	80 132	14	651 000			172	210	43	5,36 330	3	596	517	12,219	[illegible]
Other Indian ports ..			... ..	1 579	977	1 612	1	4 369		39 600	..	... ...	..	3	.....	11 468	.....	1,081	670	1,704	87
Pondicherry	..			40	198	930		1,158		1 080	.. ..		..			..	....	..	...	...	...
Sind ...	399		3.0	...		..		399		179,230	..		29		..	..	...		..		.. ...
Total of Inter-portal Trade	95,367	399	[illegible]	5 595	13,341	1,09,436	12,433	2 36 720	39	3 398 900		299	6,584	213	97	35,12,621	3	2,444	1,187	13,923	[illegible]
To Foreign Ports—																					
United Kingdom	29,680	.....	29,680			28,137	..	57 817	10 68 651	3,071 650	2 03,494	10,040	3,37,045	1,138	515	...	168	......	..	......	28
Other foreign ports ...	5 68,637	4,047	5,71,166	1 878	675	55,902	5 525	9 35,146	7 59 817	19 641 192	8,473	36 690	50,836	10 070	485	1,19,358	97	31	..	124	330
Total of Foreign Trade ...	8,98,317	4,047	9,00 846	1 878	675	84,039	5 525	9 92,963	24,29,468	22 712 842	2,11 966	46,730	3,87 881	11,208	1,000	1,19,358	265	31	...	124	356
Grand Total of Exports in October 1900	9,93,684	4,446	9,96,402	7 773	14,016	1,93 474	17 958	12 29 683	24,28,507	26,111 742	2 11 966	47 029	3,94,465	11,421	1,097	36,32,000	268	2,475	1,187	14,047	688
Grand Total of Exports in October 1899	12,34,313	17 985	12,46 523	56,360		2 69,551	23 467	15 85,169	20,40,031	21,416 071	6 64,910	277	3,12,221	6,567	2 462	...		2,953	1,492	12,306	513

III

IMPORTS INTO CALCUTTA

The following statement shows the several Routes followed by the Trade in the Principal Staples of Traffic imported into Calcutta during the month of October 1900

Specification of Routes	Food-grains						Fibrous products		Oilseeds		Tea, Indian	Cotton, raw	Silk raw	Coal and Coke	Indigo	Sugar			Tobacco	
	Rice	Paddy	Wheat	Wheat flour	Gram and pulses	Other food grains	Jute raw	Gunny bags	Linseed	Mustard seed						Refined	Unrefined	Molasses	Unmanufactured	Manufactured
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	No.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
By country boats	6,06,446	1,09,970	34,923	...	1,67,179	9,352	9 9? 369	524 833	12,078	2 559		738	175	6,?90		2,046	600	12,572	11 104	1 778
" river steamers	49 392	2 588	4,682	...	30 087	889	17 39,171	8,540	8 976	1,018	2,20,279	943	258	17,884	...	8	1,781	13	3,391	1,299
" rail: E. I. Railway	2,10 178	88 909	1,83,584	6,899	2,96 287	54 486	1 36,893	49 060	68 919	83 793	898	11,260	517	68 34 855	696	...	893	5,899	2 969	139
" rail: E. B. S. Railway	1 ?2 534	1 090	714	...	[illegible]	1	[illegible]	[illegible]	[illegible]	[illegible]	[illegible] 111	49	172	5			911		101	11 610
" rail: Assam Bengal Railway	1,?00	...	...			...	[illegible]	2 [illegible]	...	[illegible]	95 259	247								...
" rail: Bengal Nagpur Railway	644	...			102			350			...	...		...	...				...	...
" rail: Bengal Central Railway	6,770	101	...		1 094		2,45 751	1 680	270		...	...	...	...	...		378		1,290	...
" road	70,673	10 888		68	42		2,60 053	24,800				1,119	...	6,400			882	1,581	5,331	806
" sea	15,387	446			3 857	155		3 ?00	91	6 738	5 931	4,086	...	8 112	...	30 990			4,814	236
Grand Total of Imports in October, 1900	10 63,734	2,13 940	2,23,258	6 962	4 51,?20	64,968	47,77,9?0	1 353,308	84 513	95,641	3,34 438	1? 442	1 152	68 76,816	686	23 044	5,645	19,565	27,020	15,?59
Grand Total of Imports in October, 1899	16,11,537	2 70,595	2 76 013		10 4 ,3??	72,469	36 39,029	2,295,928	5,19 ?77	2 6?,?70	2 72,153	36,276	1,602	53,83,413	5 063	2,629	38,871	...	48,327	3 530

IV.

Exports from Calcutta.

The following Statement shows the Values and Quantities of the Principal Staples of Traffic exported Inland from Calcutta by Rail, Road, River (Country-boat and Steamer), the Calcutta Canals and coasting vessels during the month of October 1900 —

Whither exported	Cotton piece-goods		Cotton twist		Salt	Kerosine oil.		Gunny bags.
	European	Indian	European	Indian		From Calcutta.	From Budge Budge *	
1	2	3	4	5	6	7	8	9
Bengal								
	Rs	Rs	Mds	Mds	Mds	Mds	Mds	No
Burdwan	1,86,896	273	223	614	19 780	287	6,202	72 855
Birbhum ...	57,244	2,030	62	1 059	10 548	2	2,154	83,645
Midnapore ..	2,87,380		1,397	212	15,904	383	2,500	38 530
Hooghly	1,00,890	11 437	188	87	6 801	4 980	2 376	56 750
24-Parganas	2,22 007	6,978	686		24 502	9 582	3,799	9,445
Calcutta			..				83 764	
Nadia	1 33 454	339	1,404	140	19,607	1 054	5 712	66 034
Murshidabad	49 419	1,832	130	107	16,576	746	2,009	33 810
Jessore	79,903	..	801		16,501	4 026	1 710	3 720
Khulna	21,824		135		3 656	1,216		3 220
Rajshahi ..	79 970		10	12	12 421	3	2 390	25 515
Dinajpur	60,940		71	104	12 345	7	778	52 675
Jalpaiguri	1 10,880	6 3	100	208	6 664	43	2,214	2,415
Darjeeling	1 43,060		141	181	4,938	176	2 564	1 045
Rangpur	4 23 170	663	200	276	14,284	42	2,968	8,645
Bogra	1 61 810		82	131	3 890	50	1 130	36 470
Pabna	1,39 436		238	164	43,015	3	52,055	8,776
Cooch Behar	96 965		10	119	1 554	7		735
Dacca	8 65 546	313	2 964	128	50 970	1 115	62 290	8 520
Mymensingh	1,68,327		566	180	7 745	1	2 025	3 745
Faridpur	51 480	..	593	48	24,448	9 088	1,064	22 820
Backergunge	1 93 807		1,599		34,005	8,332	640	37,670
Tippera	2 37,578		1,435	5	10 383	2,165	1,500	11 550
Noakhali	4 565	..	245		6,975	1,600		840
Chittagong	74,163	180	772			45		45 725
Total of Bengal	39,02,314	24 207	14,040	3,783	3,68,512	44 353	2 42 492	635,655
Bihar.								
Patna	4,07,132	507	440	448	12 468	30	11 640	30 690
Gaya ..	2 70 710		37	442	5,148		3 405	2 520
Shahabad	2 56 355	807	32	48	12 276	23	831	28,910
Saran	2 29,240		86	12	15 236		3 911	19,775
Champaran	2 94 140		11	81	12,158	50	1 536	29 140
Muzaffarpur	2 92,215			30	14,820	16	3 367	8 680
Darbhanga	3,50 900	..			25 992	12	5 295	23,135
Monghyr	2,00 667	936	78	456	11 076	34	6,184	72 065
Bhagalpur ..	1 63 174	702	77	237	13 587	..	3,440	70 780
Purnea	2 44 035		99	371	20,047	4	4 514	14,9 5
Malda	38 600		94	157	6 157	400	875	12,020
Sonthal Parganas	5 1315		505	911	18,789	4	2,774	53,865
Total of Bihar	27 93 548	3 042	1,468	3,213	1 68,302	573	47,772	374,555
Orissa								
Cuttack	4 708	195		158		21	1,007	700
Balasore ..	23 505	..	767	4 531	10 453	1 348		
Total of Orissa ...	28 213	195	767	4,689	10 453	1,369	1 007	700
Chota Nagpur								
Hazaribagh	56 265	1,326	..	718	3 188		510	3,640
Manbhum	84 645	2 730	151	641	23 478	105	3,569	70
Singhbhum ..	11 110	1,326		23	6,356	5	290	1,155
Total of Chota Nagpur	1 f2 02?	5,382	151	1 382	34 022	110	4,369	4 865
Grand Total of Supplies into the Provinces under the Lieutenant-Governor of Bengal	68 76 000	32 826	16 426	13,067	5 80,349	46,405	2,95 640	1 015 975
Other Provinces								
Assam	9,27,115	117	2,205	1,209	42,930	802	20,834	8,645
North Western Provinces and Oudh	24,34,201	8 386	1 518	401	14,635	55	37,245	430,080
Punjab	9 72 862	6,786	227	23		8	7,450	241,710
Central Provinces	70 752	13,416	132	137		37	7,938	34,405
Rajputana and Central India	83 019		40			9	1 178	21,000
Berar	5,995		...					31,780
Bombay ...	13 153	577		..			...	1,877,800
Madras	46,337		174		.....	16	..	460 250
Pondicherry								1 000
Burma	74 870	11,009	400	227		164	...	851,000
Sind ..	500							179 250
Grand Total of Exports in October 1900	1,15 05 894	75,087	21,182	15,164	6,38 114	47 556	3,70 285	5 142,895
Grand Total of Exports in October 1899 ...	99,21,088	81,903	15,888	16,049	7,06,743	2,73,028		3 026,988

* Represents the trade registered at the traffic registering stations only.

V.

The Sea-borne Trade of Calcutta in these Staples during the month of October 1900 was as follows —

IMPORTED INTO CALCUTTA	COTTON PIECE-GOODS		COTTON TWIST		Salt.	Kerosine oil	Gunny-bags.
	European	Indian	European	Indian			
1	2	3	4	5	6	7	8
	Rs *	Rs.	Mds	Mds	Mds	Mds.	No
From Foreign Ports—							
United Kingdom	1,34 94 319		11 997	..	1,79 443	..	
Other foreign ports	1,71 268	...	489	5	57,217	2 43,587	
Total of Foreign Trade	1 36,65 587		12 486	5	2,36,660	2,43,587	
From Indian Ports—							
Bombay	3,50 276	8,92 461	1,023	23 970	40 956		
Madras	16 706	27 646				... ..	1,200
Other ports in Madras	12 940	3,500		...			
Burma	1 25,227	1,540	..	..		2,521	2,500
Total of Interportal Trade	5 05,149	9 25,147	1,023	23,970	40 956	2,521	3,700
Grand Total of Imports in October 1900	1 41 70 736	9,25 147	13,509	23,975	2,80,616	2 46 108	3,700
Grand Total of Imports in October 1899	1,27,20,798	10,34,804	14 530	18 316	7 64,917	4,18 264	..

* As per tariff declaration value

VI

The following Statement shows the several Routes followed by the Trade in the above Principal Staples of Traffic exported from Calcutta during the month of October 1900 —

SPECIFICATION OF ROUTES	COTTON PIECE-GOODS		COTTON TWIST		Salt	KEROSINE OIL		Gunny bags
	European	Indian	European	Indian		From Calcutta	From Budge Budge	
1	2	3	4	5	6	7	8	9
	Rs	Rs.	Mds	Mds	Mds	Mds	Mds	No
By country boats	1 42 900	6,900	743		1 56 059	33 818	7 032	103 680
„ river steamers	23 78 712	2 429	8 947	1 435	1 24 696	982	1 47 239	105 035
„ rail — East Indian Railway	66 15 111	45 014	3 398	6,860	2 22,433	734	1,13 366	1,274,245
„ rail — Eastern Bengal State Railway	16 83 374	1 638	1 617	1 746	1 08 927	1 652	1,00,606	228,565
„ rail — Assam Bengal Railway	1 66 881	117	1,818	35	1 643	179		8,400
„ rail — Bengal Nagpur Railway	35 733	195		320	1 287	37	1 007	2 940
„ rail — Bengal Central Railway	88 572		928		8,655	1 279		16,030
„ road	2 35 797	6 978	451		3 971	7 326	75	4,830
„ sea	1 58 805	11 706	1 340	4 758	10,453	1 540		3,398 900
Grand Total of Imports in October 1900	1 15 05 894	75,037	21,192	15,154	6,38,114	47 586	3 70,245	5,142,895
Grand Total of Imports in October 1899	99 21 088	31,008	15,888	16,040	7 05 743	2 73 033		3,026,929

STATISTICAL DEPARTMENT,
The 18th January 1901.

F. A SLACKE,
Secy. to the Govt of Bengal.

Results of the Meteorological Observations taken at the Alipore Observatory from 13th to 19th January 1901

Month	Date	Maximum in sun	Number of hours of bright sunshine	Mean pressure barometer at 32° Fahr	Temperature. Mean	Temperature. Maximum	Temperature. Range	Temperature. Minimum	Hygrometry. Mean wet bulb	Hygrometry. Vapour tension	Hygrometry. Dew point	Hygrometry. Humidity	Wind. Prevailing direction	Wind. Miles recorded	Rain	Weather
		°		Inches	°	°	°	°		Inch		%			Inches	
Jan.	13th	128 2	9 2	30 110	61 3	73 6	22 5	51 1	56 5	0 396	52 4	75	NW by N and NNW	81	Nil	Chiefly clear
„	14th	132 0	5 4	·084	63 6	74 8	21 1	53 7	59 6	444	55 6	79	N by W, and N	66	„	Partially cloudy
„	15th	120 7	5 7	054	66 5	76 3	18 0	58 3	62 0	499	58·9	78	N, NNW and variable	67	„	Partially cloudy, hazy
„	16th	133 3	8 1	·072	65 1	74 7	16 4	58 3	61 7	507	59 3	83	NNW and NW by N	81	„	Partially cloudy
„	17th	119 8	7 7	065	64 9	75 6	18 7	56 9	60 7	477	57·6	79	ENE and E	71	„	Partially cloudy
„	18th	107 8	1 0	29 994	64 0	69 4	9 3	60 1	61 7	521	60 1	87	SE by S and E	67	0·27	Chiefly cloudy, o, g, d p.
„	19th	127 0	9·0	999	63 3	70 0	11 8	58 2	57 0	383	51 6	66	NNW and WNW	144	Nil	Partially cloudy,

	Inches.
The mean pressure of the seven days	30 054
The average pressure of the corresponding period for 24 years, Surveyor-General's Office	30 022
	Hours.
The total number of hours of bright sunshine	46 1
The maximum possible number of hours of sunshine	76 0
The mean temperature of the seven days . .	64 1
The average temperature of the corresponding period for 24 years, Surveyor-General's Office	67 4
The extreme variation of temperature	25 2
The maximum temperature	76 3
	Miles
The highest velocity of the wind in one hour	13
	%
The mean relative humidity . .	78
The average relative humidity of the corresponding period for 24 years, Surveyor-General's Office	70
	Inches
The total fall of rain from 13th to 19th January 1901 .. .	0 27
The average fall of the corresponding period for 24 years, Surveyor-General's Office	0 03
The total fall from 1st to 19th January 1901	1 31
The average fall of the corresponding period for 24 years, Surveyor-General's Office . .	0·14

The mean pressure, temperature, &c, are deduced from the traces of the Barograph and Thermograph, and from eye observations

The maximum and minimum temperatures are obtained from self-registering thermometers All the thermometers are verified and the readings have been corrected to a standard constructed and verified at the Kew Observatory They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground

The barometer readings are corrected approximately to those of the standard, Newman's No. 86, formerly at the Surveyor-General's Office

The hygrometric elements are obtained from Tables III, IV, and V of the official tables computed in the Meteorological Office, and based on Regnault's modifications of August's formula

The directions and the movement of the wind are taken from the trace of a Beckley's anemograph.

The mouth of the rain-gauge is one foot above the ground

, dew; o, overcast, g, gloomy, d, drizzling rain; p, passing temporary showers.

METEOROLOGICAL OFFICE, GOVT. OF INDIA,

Alipore (Calcutta), the 21st January 1901.

G. W KÜCHLER,

For Meteorological Reporter to the Govt. of India, and Director-General of Indian Observatories.

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT

Approximate Return of Traffic on the Circular and Eastern Canals for the week ending Saturday, the 19th January 1901, as compared with the corresponding week of the previous year

Nature of Cargo	Week ending Saturday, the 19th January 1901			Week ending Saturday the 20th January 1900		
	Number of boats.	Weight of cargo.	Tollage	Number of boats.	Weight of cargo	Tollage
	No	Mds	Rs	No	Mds.	Rs
Rice and paddy	1,008	2,22,125	3,951	1,410	3,93,625	6,080
Jute	121	60,025*	857	74	38,500	629
Firewood ...	51	42,475	641	85	73,925	1,095
Other articles ...	608	1,35,000	1,887	737	1,60,405	2,826
Total ..	1,788	4,59,625	7,336	2,306	6,66,455	10,630

* Weight by canal measurement—58,063½ maunds.

BENGAL-NAGPUR RAILWAY.

Abstract of principal commodities carried during the month of July 1900 as compared with the corresponding period of the previous year

Articles	1900 Up	1900 Down	1899 Up	1899 Down	Total 1900	Total, 1899	Increase	Decrease.
	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
I.—Apparel including drapery haberdashery millinery uniforms accoutrements boots and shoes	5	6	..		11		11	...
II.—Coal and coke carried for the public and foreign railways	5,769	40,818	5,726	24,552	46,587	30,278	16,309	...
III.—Cotton—								
1 Raw	45	35	79	349	80	428	..	348
2 Manufactured—								
(a) Twist and yarn European	5	22	7	27	27	34	...	7
(b) Ditto Indian	83	436	82	5..	519	607		88
(c) Piece goods European	93	33	67	37	125	104	21	..
(d) Ditto, Indian	21	167	32	59	188	91	97	
(e) Others	1	1			2		2	...
IV.—Chemicals excepting saltpetre	4	1			5		5	...
V.—Drugs—								
1 Intoxicating other than opium	2	2	1	4	4	5		1
2 Non intoxicating—								
(a) Medicinal preparations	2	1	1		3	1	2	
(b) Others	20	0	3	3	20	6	20	..
VI.—Dyes and Tans—								
1 Al (morinda citrifolia)								
2 Alizarine and aniline dyes	1		1	1	1	2		1
3 Cutch	9	10	2	5	19	7	12	
4 Indigo	1		1	1	1	2		1
5 Myrabolams	263	91	289	18	354	307	47	
6 Tanning barks								
7 Turmeric	50	48	19	13	98	32	66	
8 Others	54	14	31	2	68	33	35	
VII.—Fodder—								
1 Oilcake	43	32			75		75	
2 Hay straw and grass	398	100			498	..	498	
VIII.—Fruits and vegetables fresh	72	64			136		136	..
IX.—Grain and Pulse—								
1 Gram and pulse	5,281	1,129	1,548	278	6,410	1,826	4,584	
2 Jowar and bajra	116	1	1	97	117	98	19	
3 Rice in the husk	3,066	103	11	125	3,169	136	3,033	
4 " not in the husk	18,715	1,416	5,211	969	20,131	6,180	13,951	..
5 Wheat	2,163	137	2,132	64	2,300	2,196	94	
6 " flour	4.	44			7.		79	
7 Others	1,149	235	4	2	1,384	6	1,378	
X.—Hides and skins—								
1 Hides of cattle—								
(a) Dressed or tanned								
(b) Raw	160	774	147	286	934	433	501	
2 Skins of sheep and other animals—								
(a) Dressed or tanned								
(b) Raw	7	6	1	9	13	10	3	...
XI.—Horns	10	24	23	6	34	29	9	...
XII.—Hemp (Indian) and other fibres, excluding jute	11	72			83	..	83	...
XIII.—Jute—								
1 Raw	2	1			3		3	
2 Gunny bags and cloth	110	244	131	92	354	223	131	...
XIV.—Lac	135	613	117	467	748	584	164	..
XV.—Leather—								
1 Unwrought	1	1	3	2	2	5	..	3
2 Wrought excepting boots and shoes				..		..		
XVI.—Liquors—								
1 Ale and beer	7	53	4	35	60	39	21	...
2 Spirits of all kinds, including country spirit	3	6	9	2	9	11		2
3 Wines	8	3	2	1	11	3	8	..
4 All other sorts, including toddy and fermented liquors, other than ale and beer						..		...
XVII.—Metals—								
1 Brass, unwrought	1	3			4		4	..
2 " wrought	16	58	5	10	74	15	59	
3 Copper unwrought	1				1		1	...
4 " wrought	1	14	1	1	15	2	13	...
5 Iron and steel—								
(a) Cast	6	45	5		51	5	46	...
(b) Unwrought		1			1		1	...
(c) Wrought	170	89	31	13	259	44	215	...
(d) Manufactures	35	29	107	93	64	200		136
6 Others	843	21	10	16	864	26	838	...
XVIII.—Oils—								
1 Kerosine	1,065	174	387	93	1,239	480	759	...
2 Castor	14	8	5	7	22	12	10	...
3 Cocoanut	21	9	7	1	30	8	22	...
4 Mustard and rape	14	1	4		15	4	11	...
5 Others	22	5	22	4	27	26	1	..

Articles	1900 Up	1900 Down	1899 Up	1899 Down	Total, 1900.	Total, 1899.	Increase.	Decrease.
	Tons	Tons.	Tons.	Tons	Tons	Tons.	Tons	Tons
XIX.—Oilseeds—								
1 Castor	30	1	1	96	31	97	..	66
2 Earthnuts ..	1		1	1	1	2		1
3 Linseed ..	5	1	188	30	6	227		221
4 Poppy	22	1	9		23	9	14	... ..
5 Rape and mustard ...	21	9	18	23	33	41		8
6 Til or jinjili	176	148	209	170	324	379		55
7 Others ..	171	41	522	242	212	754		542
XX.—Opium ..	4	1	5	1	5	6	..	1
XXI —Paper and pasteboard	85	1	14	1	86	15	71	
XXII.—Provisions—								
1 Dried fruits and nuts	23	116	50	87	138	137	1	
2 Ghee	14	75	11	239	89	250	...	161
3 Others	90	231	161	87	321	248	73	
XXIII —Railway plant and rolling stock carried for the public and foreign railways—								
1 Locomotive engines and tenders and parts thereof	11		27	10	11	37		26
2 Carriages and trucks and parts thereof		1			1		1	
3 Materials—								
(a) Steel rails and fish plates	9		88		9	88		79
(b) Sleepers and keys of steel and cast-iron	..					..		
(c) Others	253	637	1,974	2 430	890	4,304		3 414
XXIV.—Salt ..	1 055	2 196	843	285	3 251	1,128	2,123	
XXV —Saltpetre and other saline substances—								
1 Saltpetre	1	1	1	1	2	2		
2 Other saline substances		14	3	10	14	13	1	
XXVI —Silk—								
1 Raw—								
(a) Foreign								
(b) Indian	9	3	6	9	12	15		3
2 Piece goods								
(a) Foreign	..							
(b) Indian		1			1		1	
XXVII —Spices—								
1 Betel nuts	216	29	46	5	245	51	194	
2 Cardamoms	1	1	1		2	1	1	
3 Chillies	186	138	9	39	324	48	276	
4 Ginger	1	1	1	1	2	2		
5 Pepper	6		1	1	6	2	4	
6 Others ...	145	28	96	22	173	118	55	
XXVIII —Stone and lime ..	90	1,108	213	726	1 198	939	259	
XXIX —Sugar—								
1. Refined or crystallized including sugar candy	140	97	124	28	237	152	85	
2. Unrefined—								
(a) Sugar								
(b) Gur rab jaggery molasses, and others saccharine produce	76	45	136	22	121	158		37
XXX —Tea—								
1 Foreign								
2 Indian	9	10	2	8	19	10	9	
XXXI —Tobacco—								
1 Unmanufactured	239	71	166	67	310	233	77	..
2 Manufactured—								
(a) Cigars	1	2	1	1	3	2	1	
(b) Other sorts	12	4	8	6	16	14	2	
XXXII —Wood—								
1. Timber unwrought	903	3 982	511	704	4 885	1,215	3 670	
2 Manufactured	26	15			41		41	..
XXXIII —Wool—								
1 Raw ..			1	1		2		2
2. Manufactured								
(a) Carpets and rugs	6	1			7	...	7	...
(b) Piece-goods, European	1		1		1	1		
(c) Ditto Indian		1	1	1	1	2		1
(d) Other sorts of manufactures								
XXXIV —All other articles of merchandise—								
1 Firewood	445	442	557	82	890	639	251	
2. Bamboos	116	118	85	86	234	171	123	
3 Moha	779	60	170	25	839	195	644	
4. Others	847	496	902	428	1 343	1 330	13	
Total	46 363	57,382	23,310	34,265	103,745	57,575	51,374	5 204
					Net increase		46,170	...

A GRANT,
For *Auditor, B.-N Railway*

Calcutta, the 18th January 1901.

SEGOWLIE-RAKSAUL BRANCH RAILWAY

Statement of Goods Traffic for the month of October 1900, compared with the corresponding period in 1899

Description of Goods.	1899		1900.		Increase.		Decrease.	
	Mds.	Rs	Mds	Rs	Mds.	Rs.	Mds.	Rs.
I.—Apparel including drapery haberdashery millinery uniforms accoutrements boots and shoes			71	5	71	5		
II.—Coal and Coke carried for the Public and Foreign railways.			272	4	272	4		
III.—Cotton—								
1 Raw			70	6	70	6		
2. Manufactured—								
(a) Twist and yarn, European								
(b) Twist and yarn, Indian	237	16	74	6			183	10
(c) Piece-goods, European	404	25	583	36	179	11		
(d) Piece-goods, Indian	153	7	1,691	109	1,539	102		
(e) Others								
IV—Chemicals, excepting saltpetre								
V—Drugs—								
1. Intoxicating other than opium								
2. Non intoxicating—								
(a) Medicinal preparations								
(b) Others								
VI—Dyes and Tans—								
1 Al (Morinda citrifolia)								
2. Alizarine and aniline dyes								
3 Cutch								
4. Indigo								
5 Myrabolams								
6 Tanning barks								
7 Turmeric								
8 Others			10	1	10	1		
VII—Fodder—								
1 Oil-cake								
2 Hay straw and grass								
VIII—Fruits and vegetables fresh			30	1	30	1		
IX—Grain and Pulse—								
1 Gram and pulse	23	1	1,189	17	1,166	16		
2. Jawar and bajra								
3 Rice in the husk	664	12	1,246	23	582	11		
4 Rice not in the husk	909	18	11,274	146	10,365	128		
5 Wheat								
6. Wheat-flour								
7 Makai	323	7					323	7
8 Others	261	3					261	3
X.—Hides and Skins—								
1 Hides of cattle—								
(a) Dressed or tanned								
(b) Raw			8	1	8	1		
2. Skins of sheep and other animals—								
(a) Dressed or tanned								
(b) Raw	2	1	59	2	57	1		
XI—Horns								
XII.—Hemp (Indian) and other fibres, excluding jute								
XIII.—Jute—								
1 Raw								
2. Gunny-bags and cloth	115	5	523	23	408	18		
XIV—Lac								
XV—Leather—								
1. Unwrought								
2. Wrought, excepting boots and shoes.								
XVI.—Liquors—								
1 Ale and Beer								
2. Spirits of all kinds, including country spirits.								
3 Wine			4	1	4	1		
4. All other sorts, including toddy and fermented liquor other than ale and beer								
XVII—Metals—								
1. Brass, unwrought								
2 " wrought			72	4	72	4		
3. Copper unwrought								
4 " wrought			18	1	18	1		
5 Iron and steel—								
(a) Cast								
(b) Unwrought			6	1	6	1		
(c) Wrought			457	28	457	28		
(d) Manufactures			302	19	302	19		
6 Others			24	1	24	1		
XVIII.—Oils—								
1. Kerosine	347	16	1,338	39	991	23		
2 Castor								
3 Cocoanut								
4 Mustard and rape								
5. Others								

Description of Goods.	1899.		1900		Increase.		Decrease.	
	Mds.	Rs	Mds.	Rs	Mds.	Rs.	Mds	Rs
XIX.—Oilseeds—								
1 Castor	...		...		...			
2. Earthnuts ...	...		...		...	...	...	...
3. Linseed			118	6	118	6	...	
4. Poppy							...	...
5. Rape and mustard			264	6	264	6		
6. Til or jinjili								
7 Others	3,380	79		...			3,389	9
XX.—Opium							...	
XXI—Paper and pasteboard	...	...	6	1	6	1	...	
XXII.—Provisions—								
1 Dried fruits and nuts ...	5	1	...				5	1
2. Ghee ...							...	
3. Others			218	7	218	7	...	
XXIII—Railway plant and rolling-stock carried for the public and foreign railways—								
1 Locomotive engines and tenders and parts thereof					...			
2. Carriages and trucks and parts thereof					...	...	...	
3. Materials—								
(a) Steel rails and fish plates				...				...
(b) Sleepers and keys of steel and cast iron			...			...		
(c) Others	...			...			...	...
XXIV—Salt			1,892	40	1,892	40		...
XXV—Saltpetre and other saline substances—								
1 Saltpetre								
2. Other saline substances				...				...
XXVI—Silk—								
1 Raw—								
(a) Foreign							...	...
(b) Indian ...					...			
2 Piece-goods—								
(a) Foreign								...
(b) Indian ...								...
XXVII—Spices—								
1 Betelnuts		...	204	11	204	11		
2. Cardamoms						...		
3 Chillies								
4 Ginger ...							...	
5 Pepper			41	3	41	3		
6 Others	108	5	49	3			59	2
XXVIII—Stone and lime	20	1					20	1
XXIX—Sugar—								
1 Refined or crystallized including sugarcandy			89	2	89	2	...	
2. Unrefined—								
(a) Sugar	94	2					94	2
(b) Gur, rab jaggree molasses and other saccharine produce.			16	1	16		...	...
XXX—Tea—								
1 Foreign		...				...		
2. Indian								...
XXXI.—Tobacco—								
1 Unmanufactured	170	8	534	33	414	25		...
2. Manufactured—								
(a) Cigars			7	1	7	1	...	
(b) Other sorts ...	...							...
XXXII—Wood—								
1 Timber, unwrought								
2 Logs			4,991	—50	4 991			50
3 Poles								
4. Manufactures								...
XXXIII—Wool—								
1 Raw								...
2 Manufactured—								
(a) Carpets and rugs	...					...		
(b) (c) Piece-goods {European / Indian}			23	2	23	2		
(d) Other sorts of manufactures					...	...		
XXXIV—All other articles of merchandise—								
1. Indigo-seed				...	...			...
2. Firewood	...	...						
3. Others not specified above	61	4	1,092	93	1 031	89		
Total ...	7 304	211	28 915	683	25,945	677	4,334	155

CHARLES YOUNG,
Offg Auditor of Accounts.

GORAKHPUR, *the 14th January 1901*

Weekly Return of Traffic Receipts on Indian Railways.

EASTERN BENGAL STATE RAILWAY

(INCLUDING N B, K.-D, DACCA, AND ASSAM-BEHAR SECTIONS.)

Approximate Return of Traffic and Mileage for first 12 days of January 1901, on 8[illegible]3 miles open.

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (including ferry)	Total earnings.	Traffic Train-miles run		
	No. of passengers	Coaching receipts.	Weight carried	Receipts			Coaching	Merchandise.	Total.
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for 12 days	390,270	1,88,290 0 0	20,87,880 0	3,00,910 0 0	21,800 0 0	5,11,000 0 0	63,782	72,134	135,916
Or per mile of railway	231	112 0 0	1,238 0	178 0 0	2 0 0*	292 0 0*	...		...
For previous week of half year							..		...
Total for 2 weeks	390,270	1,88,290 0 0	20,87,880 0	3,00,910 0 0	21,800 0 0	5,11,000 0 0	63,782	72,134	135,916
COMPARISON									
Total for corresponding 13 days of previous year	389,776	1,86,432 0 0	19,81,000 0	2,76,500 0 0	22,408 0 0	4,85,340 0 0	68,216	74,902	143,118
Per mile of railway corresponding week of previous year	234	112 0 0	1,188 0	166 0 0	3 0 0	260 0 0	..		...
Total to corresponding date of previous year	389,776	1,86,432 0 0	19,81,000 0	2,76,500 0 0	22,408 0 0	4,85,340 0 0	68,216	74,902	143,118

* Excluding steamer earnings.

DACCA STATE RAILWAY

Approximate Return of Traffic and Mileage for first 12 days of January 1901, on 86 miles open

	Coaching Traffic.		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run.		
	No. of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for 12 days	46,380	15,420 0 0	98,140 0	10,100 0 0	310 0 0	25,890 0 0	5,050	4,602	9,652
Or per mile of railway	269	90 0 0	571 0	59 0 0	2 0 0	151 0 0	..		
For previous week of half year								..	..
Total for 2 weeks	46,380	15,420 0 0	98,140 0	10,160 0 0	310 0 0	25,890 0 0	5,050	4,602	9,652
COMPARISON									
Total for corresponding 13 days of previous year	45,684	14,459 0 0	60,500 0	6,519 0 0	223 0 0	21,201 0 0	5,201	2,152	7,353
Per mile of railway corresponding week of previous year	266	84 0 0	352 0	38 0 0	1 0 0	123 0 0	...		..
Total to corresponding date of previous year	45,684	14,459 0 0	60,500 0	6,519 0 0	223 0 0	21,201 0 0	5,201	2,152	7,353

COOCH BEHAR STATE RAILWAY.

Approximate Return of Traffic and Mileage for the first 12 days of January 1901, on 33.73 miles open.

	Coaching Traffic		Merchandise and Mineral Traffic.		Other earnings (including ferry)	Total earnings.	Traffic Train-miles run.		
	No. of passengers.	Coaching receipts.	Weight carried	Receipts			Coaching	Merchandise.	Total.
		Rs A P	Mds. s	Rs A P	Rs A P	Rs. A P			
Total traffic for 13 days	2,990	1,380 0 0	14,290 0	1,230 0 0	80 0 0	2,690 0 0	650	2,718	3,368†
Or per mile of railway	44	21 0 0	212 0	16 0 0	1 0 0	40 0 0*		..	...
For previous week of half year		..							
Total for 26 weeks	2,990	1,380 0 0	14,290 0	1,230 0 0	80 0 0	2,690 0 0	650	2,718	3,368
COMPARISON									
Total for corresponding 13 days of previous year	2,967	1,324 0 0	18,402 0	1,548 0 0	315 0 0	3,181 0 0	340	2,019	2,359
Per mile of railway corresponding week of previous year	45	20 0 0	270 0	23 0 0	1 0 0	44 0 0	..		...
Total to corresponding date of previous year	2,967	1,324 0 0	18,402 0	1,548 0 0	315 0 0	3,181 0 0	340	2,019	2,359

* Excluding coaching ferry

† Includes Ballast train-miles 2,238.

MYMENSINGH-JAGANNATHGANJ RAILWAY

Approximate Return of Traffic and Mileage for first 12 days of January 1901, on 53 37 miles open

	Coaching Traffic.		Merchandise and Mineral Traffic		Other earnings	Total earnings.	Traffic Train miles run		
	No. of passengers	Coaching receipts.	Weight carried.	Receipts			Coaching	Merchandise	Total.
		Rs A P	Mds s.	Rs A P	Rs. A P	Rs A P			
Total traffic for 12 days	14,870	3,000 0 0	38 420 0	1,730 0 0	30 0 0	5 420 0 0	1 900	644	2,544
Or per mile of railway	139	35 0 0	360 0	16 0 0		5.. 0 0	...		
For previous week of half year									
Total for 2 weeks	14,8.0	36 (60 0 0	38 420 0	1,730 0 0	30 0 0	5 420 0 0	1 900	644	2,544
Comparison									
Total for corresponding 13 days of previous year	16,785	4,457 0 0	8 611 0	510 0 0	19 0 0	4,086 0 0	1,868	1,978	3 846
Per mile of railway corresponding week of previous year	155	41 0 0	80 0	5 0 0		46 0 0	..		...
Total to corresponding date of previous year	16 785	4,457 0 0	8,611 0	510 0 0	19 0 0	4,986 0 0	1 868	1 978	3 846

BRAHMAPUTRA-SULTANPUR RAILWAY

Approximate Return of Traffic and Mileage for first 12 days of January 1901, on 59 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run		
	No of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise.	Total.
		Rs A. P	Mds s.	Rs A P	Rs A P	Rs A P			
Total traffic for 12 days									
Or per mile of railway	10,570	2,970 0 0	28,780 0	2,740 0 0	40 0 0	5,750 0 0	2,200	988	3,188
For previous week of half year*	90	25 0 0	244 0	23 0 0	1 0 0	45 0 0			..
Total for 2 weeks	10 570	2 970 0 0	28,780 0	2,740 0 0	40 0 0	5 750 0 0	2,200	988	3 188
Comparison									
Total for corresponding 13 days of previous year	6 839	2,063 0 0	38,452 0	1,381 0 0	23 0 0	3 467 0 0	295	1,533	1,828
Per mile of railway corresponding week of previous year	138	18 0 0	777 0	28 0 0		70 0 0		..	
Total to corresponding date of previous year ...	6,839	2 063 0 0	38 452 0	1,381 0 0	23 0 0	3 467 0 0	29.	1,533	1 828

BENGAL AND NORTH-WESTERN RAILWAY

Approximate Return of Traffic for the first 12 days of January 1901, on 1,162 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated) including steam boat.	Total earnings.	Traffic Train miles run		
	No of passengers	Receipts	Weight carried.	Receipts			Coaching	Merchandise	Total.
		Rs	Mds	Rs	Rs	Rs			
Total traffic for the period on 1,162 miles open ..	2,33,850	(a)1 00,180	8 63,370	(b)1,24 090	25,990	2,50,260	50 281	(c)44,177	94 458
Or per mile of railway ..	201 25	86 21	743·00	106 79	22 37	215 37	..	...	...
For previous nil week of half year							..	..	
Total for the period	2,33,850	1 00,180	8,63 370	1,24 090	25,990	2,50 260	50,281	44,177	94 458
Comparison									
Total for corresponding 13 days of previous year on 1,085 miles open	2,23,901	91 121	10,14,385	1,33 356	25,792	2,50,269	51,081	(d)53,396	104,477
Per mile of corresponding 13 days of previous year	206 36	83·98	935 19	122 91	23 77	230 66			......
Total to corresponding date of previous year	2,23 901	91,121	10 14,385	1,33,356	25,792	2 50 269	51 081	53,396	104,477

(a) Increase under coaching is due to increased mileage and improved traffic generally
(b) Decrease under goods is due to the traffic last year being abnormal.
(c) Includes 112 miles of ballast trains run on open line
(d) „ 8,156 miles of ballast trains run on open line.

SEGOWLIE-RAKSAUL BRANCH RAILWAY

(WORKED BY THE B & N.-W RAILWAY)

Approximate Return of Traffic for the first 12 days of January 1901, on 18 miles open.

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated).	Total earnings	Traffic Train miles run		
	Passengers carried	Receipts.	Weight carried	Receipts			Coaching.	Merchandise.	Total.
	No	Rs	Mds	Rs	Rs	Rs			
Total traffic for the period on 18 miles open	2,995	492	17,21[illegible]	645	139	1,276	271	161	432
Or per mile of railway	166 39	27 34	956 2[illegible]	35·83	7 72	70 89			
For previous nil week of half year ..									
Total for the period	2 995	492	17,213	645	139	1,276	271	161	432
Comparison									
Total for corresponding 13 days of previous year on 18 miles open	2,458	458	18,54[illegible]	461	14	933	297	171	468
Per mile of corresponding 13 days of previous year	136 56	25 45	1,030 28	25 59	0·79	51·81	..		..
Total to corresponding date of previous year ...	2,458	458	18,545	461	14	933	297	171	468

SEGOWLIE-RAKSAUL BRANCH RAILWAY

(WORKED BY THE B & N W RAILWAY)

Audited Return of Traffic for week ending 1st December 1900, on 18 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings.	Traffic Train miles run		
	Passengers carried	Receipts	Weight carried	Receipts			Coaching	Merchandise	Total
	No	Rs A P	Mds	Rs A P	Rs A P	Rs A P			
Total traffic for the week on 18 miles open	1,763	328 7 3	8,018	230 0 0	6 4 0	565 4 3	141	111	252
Or per mile of railway	97 89	18 4 0	44 [illegible]	12 12 11	0 5 7	31 6 6			
For previous 21 weeks of half year ..	22,482	3,631 14 5	1,18,210	3 019 2 0	107 7 0	6 758 7 5	3 176	1,126	4,302
Total for 22 weeks	24 245	3 960 5 8	1,26,2[illegible]	3,249 11 0	113 11 0	7 3[illegible] [illegible] 8	3,317	1,237	4,554
Comparison									
Total for corresponding week of previous year on 18 miles open	1,258	227 11 4	6 479	187 15 0	32 5 0	447 15 4	165	87	252
Per mile of corresponding week of previous year	69 89	12 10 5	38[illegible]	10 7 0	1 12 9	24 14 2		...	
Total to corresponding date of previous year	8 144	1,020 6 11	77,952	2 053 5 0	123 7 0	3,197 2 11	948	545	1,494

DARJEELING HIMALAYAN RAILWAY COMPANY, LIMITED

	Rs A P
Approximate earnings for the first 12 days of January 1901 .	16,353 0 0
Audited eranings for the first 13 days of Janury 1900 . .	18,745 0 0
Decrease	2,372 0 0
Receipts per mile for the first 12 days of January 1901	320 10 4
Ditto for the corresponding period of 1900	367 2 6
Decrease	46 8 2
Receipts from 1st January to 12th January 1901 ..	16,353 0 0
Ditto for the first 13 days of January 1900	18,725 0 0
Decrease	2,372 0 0

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No. 5 of 1901.

SUPPLEMENT TO

The Calcutta Gazette.

WEDNESDAY, JANUARY 30, 1901

OFFICIAL PAPERS.

[*Non Subscribers to the* GAZETTE *may receive the* SUPPLEMENT *separately on payment of Six Rupees per annum if delivered in Calcutta, or Twelve Rupees if sent by post*]

CONTENTS

APPOINTMENT OF A MUNICIPAL MAGISTRATE FOR CALCUTTA

RESOLUTION—No. 631J

JUDICIAL.

Dated Calcutta, the 29th January 1901

READ—

The Calcutta Municipal Act, 1899.

IN accordance with section 628 of the Calcutta Municipal Act, 1899, the Lieutenant-Governor is pleased to appoint a Municipal Magistrate for the trial of offences against the Act above-mentioned and the rules, bye-laws, and regulations made under it, and with jurisdiction over the whole of Calcutta (as described in Schedule I of that Act) The Municipal Magistrate will for the present hold his Court at the Town Hall on and from the 1st of February 1901, and will be vested with the powers necessary to enable him to take cognizance of the offences referred to in section 629 of the Act. Cases of this nature which have been already instituted in the Courts of the Chief Presidency Magistrate, Presidency Magistrates, and the Magistrates of the Suburban Police Courts at Alipore and Sealdah, but have not yet come on for hearing, will be transferred to the Municipal Magistrate for disposal.

Cases of this nature occurring on and after the 1st of February in the whole of Calcutta (as described in Schedule I of the Calcutta Municipal Act, 1899) will be entertained and dealt with in the Court of the Municipal Magistrate and no other A Notification will accordingly be issued for the purpose of establishing the Court of a Municipal Magistrate for Calcutta and vesting the officer selected for the appointment with the requisite powers.

By order of the Lieutenant-Governor of Bengal,

C. E. BUCKLAND,

Offg. Chief Secy. to the Govt of Bengal.

NOTIFICATION

No 632J., dated the 29th January 1901.—Under sections 18 (1) and 12 (1), respectively, of the Criminal Procedure Code, 1898, the Lieutenant-Governor is pleased to appoint Babu Priya Nath Mookerjee, M. A, to be a Presidency Magistrate in the Town of Calcutta, and to be a Magistrate of the first class outside the Presidency Town and within the local area of Calcutta as defined in section 3 (7) of the Calcutta Municipal Act, 1899.

The Lieutenant Governor is also pleased to appoint Babu Priya Nath Mookerjee, M A, to be a Municipal Magistrate under section 628 of the Calcutta Municipal Act, 1899.

The Lieutenant-Governor is also pleased to prescribe the Town Hall as the place and 11 A M—2 P M on Saturdays and 11 A M.—5 P M on the other days of the week as the times at which the Magistrate abovementioned shall ordinarily sit for the despatch of business

The Lieutenant-Governor is also pleased to empower Babu Priya Nath Mookerjee, M A, to try in a summary way all the offences referred to in section 260 (1) (*b*) of the Criminal Procedure Code, 1898, read with section 629 of the Calcutta Municipal Act, 1899, within the local area of Calcutta outside the Presidency Town

The Lieutenant-Governor is also pleased to declare that Babu Priya Nath Mookerjee, M A, is, under section 21 (2) of the Criminal Procedure Code, 1898, subordinate to the Chief Presidency Magistrate of Calcutta, to the extent that cases already instituted under section 628 of the Calcutta Municipal Act, 1899, in which no hearing has taken place, may be transferred by the latter to the former for enquiry and trial

C. E BUCKLAND,

Offg. Chief Secy. to the Govt. of Bengal.

WEATHER AND CROP REPORT.

For the week ending the 28th January 1901

Burdwan.—No rain Weather cloudy and warmer Threshing of *aman* and pressing of sugarcane continues Fodder and water sufficient. Price of common rice stationary.

Birbhum.—No rain Weather cold and cloudy. Standing crops doing well Price of rice at Sadar 12¾ seers and at Rampur Hât 14 seers per rupee Fodder sufficient

Bankura.—No rain Weather seasonable. *Rabi* crops doing well Threshing of *aman* still continues. Pressing of sugarcane has commenced Fodder and water sufficient Sporadic cases of cowpox reported Price of common rice at Bankura 10¾ seers and at Vishnupur 12 seers per rupee

Midnapore.—No rain *Aman* nearly harvested. Common rice sells as follows:—

	Srs	
Sadar	14	per rupee
Contai	14	
Tamluk	11	
Ghatal	12½	

Hooghly.—Rainfall nil Weather seasonable Prospect of *rabi* fairly good at Sadar and Serampore, but somewhat damaged in Arambagh Fodder and water sufficient Common rice sells at 10 seers 11 chitaks per rupee

Howrah—No rain Weather seasonable. Harvesting of *aman* nearly finished Fodder and water sufficient. Common rice sells at 9¾ seers per rupee

24-Parganas.—Rainfall nil Weather seasonable Prospects of standing crops not good Harvesting of *aman* nearly finished Lands are being ploughed for sowing of jute. No cattle-disease Fodder and water sufficient. Common rice sells as follows:—

	Srs.	
Sadar	10	per rupee
Barasat	10	
Basirhat	10	
Diamond Harbour	10$\frac{1}{16}$	

Nadia.—No rain Weather seasonable Prospect of standing crops indifferent. Rain is wanted Harvesting of *aman* finished Pressing of sugarcane going on Fodder and water sufficient. Price of common rice stationary

Murshidabad.—Rainfall at Jangipur 0 23 Weather seasonable Harvesting of *aman* and of *kalai* finished. Prospects of *rabi* crops fair No cattle-disease Fodder and water sufficient Common rice sells as follows —

	Srs.	
Sadar	13	per rupee.
Lalbagh	13	
Kandi	15	
Jangipur	14	

Jessore.—No rain Weather seasonable. Prospects of standing crops good Harvesting of *aman* is nearly finished. Fodder and water sufficient. Common rice sells as follows —

	Srs.	
Sadar	11	per rupee
Jhenida	13	
Magura	13	
Narail	13$\frac{5}{16}$	
Bangaon	12$\frac{5}{16}$	

Khulna.—Rainfall nil. Weather seasonable. Harvesting of *aman* paddy still continues. Prospect fair. Transplantation of *boro* commenced. Fodder and water sufficient Common rice sells as follows.—

	Srs.	
Sadar	13½	per rupee.
Bagerhat	13	
Satkhira	11	

Rajshahi.—Weather seasonable Prospects of crops good. No cattle-disease. Fodder and water-supply ample. Common rice averages 14 seers per rupee.

Dinajpur.—Rainfall nil Weather cold. Harvesting of *aman* is over. No cattle-disease Fodder and water plentiful. Rice selling at Sadar 15 seers and at Thakurgaon 13 seers per rupee

Jalpaiguri.—Rainfall nil Weather seasonable Harvesting of *haimanti* paddy still continues Prospect of *rabi* crops satisfactory Common rice sells at 12 seers a rupee Fodder and water sufficient

Darjeeling—Rainfall at Darjeeling 0 05, Kurseong nil, Siliguri 22, Kalimpong nil Weather seasonable. *Hills—Tori, phapor,* wheat, barley progressing Potatoes being sown *Terai*—Harvesting of *haimanti* paddy finished Mustard moderate Potatoes doing well. Common rice sells as follows —

	Srs	
Hills	10	per rupee.
Terai	14	

Bhutta sells at Darjeeling and Kalimpong 20 seers per rupee

Rangpur.—Rainfall nil Weather seasonable Harvesting of *aman* still going on Price of common rice stationary

Bogra—No rain Harvesting of *aman* finished and that of mustard and *rabi* pulses going on. Land being prepared for *aus* and jute. Rain wanted Common rice sells at 13 seers and 12 chitaks a rupee. Fodder and water sufficient.

Pabna.—Rainfall nil Weather seasonable Prospects of crops fair Prices stationary Fodder and water sufficient

Dacca—Rainfall nil Weather seasonable Prospects of crops fair No cattle-disease Fodder available Common rice 11½ seers per rupee

Mymensingh.—Rainfall at Netrokona 0 31, Tangail 0·75 Weather cloudy and cold Prospects of standing crops fair. Common rice selling as follows —

	Srs.	
Sadar . ..	10½	per rupee.
Jamalpur	10	
Kishorganj ..	Report not received	
Tangail	11	
Netrakona	$11\frac{1}{16}$	

Faridpur—No rain. Weather seasonable. Prospects and state of the crops fair. Rain is wanted Common rice sells at 13 seers per rupee.

Backergunge.—Rainfall at Sadar nil. Weather cold. Prospects of crops fair Fodder and water sufficient. Common rice sells at 9¼ seers (old) *aman* and 11½ seers (new)

Tippera.—No rain Weather seasonable Prospect of standing crops good. No. cattle-disease Fodder and water sufficient Common rice selling at 12½ seers per rupee

Noakhali.—No rain. Rain desirable for standing crops Cattle-disease in Lakhmipur Fodder and water sufficient Price of common rice 13 seers per rupee

Chittagong.—No rain Harvesting of winter rice completed Outturn 12 annas. Water and fodder sufficient Common rice sells at 10¼ seers per rupee

Patna—Rainfall nil *Rabi* and poppy doing well Threshing of paddy and pressing of sugarcane continues Fodder and water for cattle sufficient Common rice sells in Patna at 15 seers per rupee

Gaya Rainfall nil *Rabi* and poppy doing well. Fodder and water sufficient Rice common selling at 12 seers per rupee

Shahabad.—No rain *Rabi* doing well Fair weather is very essential for the *rabi* Pressing of sugarcane is going on. Fodder and water sufficient Rice 12½ seers a rupee at Sadar

Saran—Rainfall nil Fine cold weather with westerly wind Crop doing well. Fodder and water sufficient Price of common rice $14\frac{1}{16}$ seers and of *makai* 22¾ seers per rupee

Champaran.—Rainfall nil Weeding of *rabi* continues Prospects of standing crops good Fodder and water sufficient Prices of common rice and maize at Sadar are 15 and 26 seers per rupee respectively

Muzaffarpur.—Rainfall nil. Prospects good. *Rabi* crops doing well. Prices are—Common rice 14 seers, wheat 12 seers, barley 20 seers, maize 24 seers, gram 15 seers, *arhar* 14 seers, and *marua* 24 seers a rupee.

Darbhanga.—Rainfall nil. *Rabi* doing well. Fodder and water sufficient. No cattle-disease reported. Common rice sells as follows:—

				Srs	
Sadar	...	...	...	$14\frac{1}{3}$	per rupee
Samastipur	...	...	...	15	
Madhubani	..	..	...	$15\frac{9}{16}$	

Monghyr.—No rain. Weather seasonable. Prospects of *rabi* crops hopeful. Standing crops doing well. Common rice sells as follows:—

				Srs	
Sadar	..	...	...	15	per rupee
Begusarai	..	..	...	$15\frac{1}{2}$	
Jamui	.	...	...	13	

Bhagalpur.—No rain. Weather cold. Harvesting of winter rice concluded. *Rabi* presents good prospects. No cattle-disease. Prices stationary.

Purnea.—No rain. Weather seasonable. Standing crops doing well. Reaping of *tori* finished. No cattle-disease. Fodder and water sufficient. Common rice sells as follows:—

				Srs.	
Sadar	...	...	..	16	per rupee
Kishanganj	..	...	..	14	
Araria	...	...	..	17	

Malda.—Rainfall nil. Weather seasonable. Harvesting of winter rice finished. Gathering of *kalai* and mustard still going on. Prospects of other *rabi* crops good. No cattle-disease. Price of rice stationary. Fodder and water sufficient.

Sonthal Parganas.—Rainfall 0·16. Weather seasonably cold. *Rabi* crops doing well. No cattle-disease reported. Fodder and water-supply sufficient. Average price of rice $11\frac{1}{2}$ seers and that of maize $21\frac{3}{8}$ seers per rupee. Pakour report not received.

Cuttack.—Rainfall nil. Weather seasonable. *Guru sarad*, sugarcane and *rabi* being harvested. *Dalua* and tobacco growing. Condition of cattle good. Fodder and water sufficient. Common rice sells as follows:—

				Srs	ch.	
Sadar	...	...		14	7	per rupee.
Jajpur	...	...	...	17	1	
Kendrapara	...	...		15	12	
Banki		...		16	12	

Balasore.—Rainfall nil at Sadar. Harvesting of *lundha*, *sarad*, *rabi* and cotton continues. Sugarcane being pressed. Rice sells at $16\frac{1}{12}$, $14\frac{1}{4}$ and 17 seers per rupee in interior, Balasore and Bhadrak, respectively. Fodder and water sufficient.

Angul.—Rainfall at Sadar nil, Bissipara 15, Tikerpara 10, Chhendpada 1·10. Weather seasonable. Common rice sells at 20 seers and 11 seers the rupee at Angul and Khondmals respectively. Fodder and water-supply sufficient. Cattle-disease reported from the interior of Angul.

Puri.—Rainfall at Sadar nil, Khurda nil. Weather seasonable. Harvesting of *sarad* paddy continues. *Laghu* paddy being gathered and stored. *Rabi* doing well. Pressing of sugarcane continues. Fodder and water sufficient. Rice sells as follows:—

				Srs	ch.	
Sadar	...	.	...	14	7	per rupee.
Khurda		.	..	15	12	
In the interior ..		.	..	16	10	

Hazaribagh.—Rainfall nil. Weather cold. No cattle-disease reported. Fodder and water sufficient. Common rice sells at Sadar at 13 seers per rupee.

Ranchi.—Rainfall nil. Weather seasonable. Prospect of crops good. Average price of common rice is $17\frac{1}{2}$ seers per rupee. No cattle-disease reported. Fodder and water sufficient.

Palamau.—No rain. Weather seasonable All standing crops promising well. Fodder and water sufficient. Rice selling at 14 seers per rupee at Sadar.

Manbhum.—Rainfall nil. Weather seasonable Prospects of crops on ground good. Fodder and water sufficient Cattle-disease reported from Jhalda, Katras, Tundi and Rajganj. Average price of common rice at Sadar 13 seers 14 chitaks and at Gobindpur 12 seers per rupee. Supply sufficient.

Singhbhum.—Rainfall nil Average price of rice is 15 seers 14 chitaks in the district, at Chaibassa 14 seers

General Summary.—Practically no rain has fallen during the week except light showers in Murshidabad, Darjeeling, Mymensingh, Sonthal Parganas and Angul The winter rice is nearly all harvested and is now being threshed The pressing of sugarcane still continues The prospects of *rabi*, poppy and other cold-weather crops are generally good Rain is wanted in Nadia, Bogra, Faridpur and Noakhali Cattle-disease reported from four districts There is no want of fodder anywhere The price of common rice has fallen in 10 districts, risen in 19 and is stationary in the rest (17)

By order of the Lieutenant-Governor of Bengal,

F. A. SLACKE,

Secretary to the Govt. of Bengal.

REVENUE DEPARTMENT,
The 29th January 1901.

Results of the Meteorological Observations taken at the Alipore Observatory from 20th to 26th January 1901

Month.	Date.	Maximum in sun.	Number of hours bright sunshine.	Mean pressure barometer at 32° Fahr	Temperature. Mean.	Maximum.	Range	Minimum.	Hygrometry. Mean wet bulb.	Vapour tension.	Dew point.	Humidity	Wind. Prevailing direction.	Miles recorded.	Rain.	Weather.
		°		Inches	°	°	°	°	°	Inch	°	%			Inches.	
Jan	20th	127 8	9 2	30 070	59 8	71 1	20 8	50 3	55 3	0 381	51 4	77	NNW, NW and N	72	Nil	Clear, ⌓
"	21st	128 7	8 4	118	60 4	74 1	23 5	50 6	56 0	393	52 2	77	N and NNW	65	"	Clear, ⌓
"	22nd	129 6	9 1	112	63 8	77 8	25 5	52 3	58 7	433	54 9	75	NNW, WSW and SSW	99	"	Clear, ⌓
"	23rd	128 6	9 0	110	64 2	74 5	20 4	54 1	58 0	401	52 8	69	N by W, NW and WNW	114	"	Clear, ⌓
"	24th	128 4	9 2	065	61 5	73 4	21 3	52 1	55 5	362	50 0	69	NNW and WNW	111	"	Clear, ⌓
"	25th	130 8	9 0	030	61 6	75 8	25 7	50 1	55 8	371	50 7	71	NNW and NW	65	"	Clear, ⌓
"	26th	126 3	7 2	0[illegible]7	64 0	77 7	[illegible]	[illegible]1	58 0	404	53 0	65	NNW and WNW	37	"	Partially cloudy, ⌓

	Inches
The mean pressure of the seven days	30 082
The average pressure of the corresponding period for 24 years, Surveyor-General's Office	30 003
	Hours.
The total number of hours of bright sunshine	61 1
The maximum possible number of hours of sunshine	76 7
	°
The mean temperature of the seven days	63 2
The average temperature of the corresponding period for 24 years, Surveyor-General's Office	68 4
The extreme variation of temperature	27 7
The maximum temperature	77 8
	Miles.
The highest velocity of the wind in one hour	13
	%
The mean relative humidity	72
The average relative humidity of the corresponding period for 24 years, Surveyor-General's Office	70
	Inches.
The total fall of rain from 20th to 26th January 1901	Nil
The average fall of the corresponding period for 24 years, Surveyor-General's Office	0 08
The total fall from 1st to 26th January 1901	1 31
The average fall of the corresponding period for 24 years, Surveyor-General's Office	0 22

The mean pressure, temperature, &c, are deduced from the traces of the Barograph and Thermograph, and from eye observations.

The maximum and minimum temperatures are obtained from self-registering thermometers All the thermometers are verified and the readings have been corrected to a standard constructed and verified at the Kew Observatory. They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground.

The barometer readings are corrected approximately to those of the standard, Newman's No 86, formerly at the Surveyor-General's Office

The hygrometric elements are obtained from Tables III, IV, and V of the official tables computed in the Meteorological Office, and based on Regnault's modifications of August's formula

The directions and the movement of the wind are taken from the trace of a Beckley's anemograph.

The mouth of the rain-gauge is one foot above the ground

⌓, dew.

METEOROLOGICAL OFFICE, GOVT. OF INDIA,
Alipore (Calcutta), the 28th January 1901.

G. W KÜCHLER,
For Meteorological Reporter to the Govt. of India, and Director-General of Indian Observatories.

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT.

Approximate Return of Traffic on the Circular and Eastern Canals for the week ending Saturday, the 26th January 1901, as compared with the corresponding week of the previous year

Nature of Cargo.	Week ending Saturday, the 26th January 1901			Week ending Saturday the 27th January 1900		
	Number of boats	Weight of cargo	Tollage.	Number of boats.	Weight of cargo	Tollage.
	No	Mds	Rs	No	Mds.	Rs
Rice and paddy ...	1,173	2,54,800	4,227	1,424	3,81,925	6,282
Jute ..	165	75,075*	1,015	86	55,600	844
Firewood	49	37,460	558	59	45,850	683
Other articles ..	837	1 93,025	2,634	750	1,81,075	2,293
Total	2,224	5,60,360	8,434	2,318	6,64,450	10,102

* Weight by canal measurement—70 187½ maunds.

EAST INDIAN RAILWAY

Statement of Goods Traffic in staples carried during the four weeks ending 24th November 1900 as compared with the same period of 1899

Staples	1899 Weight	1899 Freight	1900 Weight	1900 Freight	Increase Weight	Increase Freight	Decrease Weight	Decrease Freight
	Mds	Rs	Mds	Rs	Mds	Rs	Mds	Rs
Apparel including drapery haberdashery millinery, uniforms, accoutrements, boots and shoes	5,373	5,838	10,730	10,933	5 357	5 095		
Coal & Coke carried for the public and foreign railways	83,56,691	12 41 210	1,11,56,770	16 12 065	27,00,079	3 70,855		
Cotton—								
(1) Raw	1 38 773	60 100	1,13,169	54 154			25 604	11 955
(2) Manufactured—								
(a) Twist and Yarn, European	20 033	16 639	3 180	3 358	...		16 853	13,281
(b) Ditto Indian	51 676	20,273	40 345	15 359		...	11 331	4,914
(c) Piece-goods, European	1 50 386	1 60 327	99 915	87 858			50 471	72 429
(d) Ditto Indian	38 886	37,199	26,045	19 804			12,841	17,395
(e) Others			2,488	2,150	2 488	2 150		...
Chemicals excepting saltpetre			7,016	4 524	7 016	4 524		
Drugs—								
1—Intoxicating, other than opium	237	170	588	688	351	518		
2—Non intoxicating	10,353	9,338	8,848	7 096	...		1,505	2 242
Dyes and Tans—								
1—Al (Morinda citrifolia)	20	3	120	90	100	33		
2—Alizarine and aniline dyes	485	420	176	159			309	261
3.—Cutch	1 100	492	1 325	550	25	58		
4—Indigo	16 536	34,964	22 874	50 138	6 318	15 174		
5—Myrabolams	7,116	1,857	9 051	2 459	1,555	540		
6—Tanning barks			2,596	183	2 596	183	...	
7—Turmeric	6 320	4 295	9,105	6 616	2,876	2 321		
8—Others	3 356	751	2,986	1 871		1 120	370	
Fodder—								
1—Oil-cake	84 115	13,604	77 944	13 749		145	6 171	
2—Hay straw and grass			11 953	1 047	11 953	1 047		
Fruits and vegetables fresh	5 110	1 900	8 732	2 883	3,622	983		
Grain and Pulse—								
1—Wheat	4 37 871	1,01 554	4,26,361	89 509			11 510	12 045
2—Wheat flour	42 302	11 415	43 207	11 221	905			194
3—Rice in the husk	1 27 439	16 786	69 053	6 422	...		58 386	10 364
4—Rice not in the husk	10 94 819	2 42,535	5,74,744	81 410			5 20 075	1 61,115
5—Jowar and bajra	3,22,765	48 861	93 663	13 434			2 29,102	35 427
6—Gram & pulse	9 18 089	1 40 470	4,73,740	1,00 661			4,44 349	2 18 809
7—Others	4,70 488	1 21 691	2,62,306	38,806			2,08 182	82 885
Hides and Skins—								
1—Hides of cattle	1,54 498	1 03 423	85,020	50 072	...		69 478	53 351
2—Skins of sheep &c	19 900	14 180	16 796	7 765			3 104	6 415
Horns	2 197	990	2,033	779			164	211
Hemp (Indian) and other fibres (excluding jute)	28 386	6,043	91 441	23 257	63 055	17 214		
Jute—								
1—Raw	2 74 894	63 105	3,40 844	71 538	65 950	8 433		
2—Gunny bags and cloth	97 918	48 060	1,11,034	57 984	14 116	9 924		
Lac	70 171	34 275	58,036	30 399			12 135	3 876
Leather—								
1—Unwrought	1 130	4,479	2 915	4 976	1 785	498		
2—Wrought excepting boots and shoes	5,514	4 411	720	812			4 794	3 599
Liquors—								
1—Ale and Beer	13 733	6,150	14,064	6 013	331		...	7
2—Spirits of all kinds, including country spirit	775	2,012	962	1 537	187			475
3—Wines	3 148	5 125	2,358	3,533			790	1 592
4.—All other sorts including toddy and fermented liquor other than ale and beer	139	46	482	247	343	201		
Metals—								
1—Brass, unwrought	875	459	2,472	1 296	1 597	837		
2.—Do wrought	15 218	8 285	17 284	6 412	2 066			1 873
3—Copper unwrought	171	198	553	560	382	362		
4—Do wrought	533	371	1,192	829	659	458		
5—Iron and steel—								
(a) Cast	12 040	4 054	22 085	6 282	9 045	2 228		
(b) Unwrought	20 439	2,551	23 755	966	3 316	415		
(c) Wrought	64,797	23 919	1,23 186	30 416	60,389	6 497		
(d) Manufactures of iron and steel	47 187	21 209	21,926	8 904			25 261	12,306
6—Zinc and spelter	2 037	1 437	1,431	874			606	6
7—Others	9 651	6,171	10 517	7 895	966	1,724		
Oils—								
1—Kerosine	1,30,991	54,011	1 49 212	54 500	18 221	489		
2—Castor	3 701	389	3 804	830	103			41
3.—Cocoanut	4 794	1 613	7 595	2 540	2 801	927		
4.—Mustard and rape	10,965	3 415	8 868	3 593		178	2 099	
5—Others	6 140	2 478	4,733	1 733			1 407	745
Oilseeds—								
1—Castor	31,673	7,704	77 192	17 884	45 519	10,180		
2.—Earthnuts	5?	20	36	4			1?	16
3—Linseed	1 83,065	45,327	46,299	14 129			1 36 766	31 198
4.—Poppy	31 3?9	5 630	34 268	3 880	12,8?9			1 740
5—Rape and mustard	1 17,881	34 623	1,13,101	38 230		3 607	4 780	
6—Til or jinjili	35 074	6 363	46 468	14 519	11,486	8,156		
7—Others	10,868	2,712	5,304	891			5 564	1,815
Opium	48 948	54,017	84,141	69 024	35,193	15 007		
Paper and pasteboard	19 304	10,587	15,746	10,906		319	3 548	
Provisions—								
1—Dried fruits and nuts	23 615	16 083	6,630	4,038			16,975	12 045
2—Ghee	38 952	28 626	37 852	22 031			1,100	6 595
3.—Potatoes	1 74,309	80,042	1 61,601	67 535			12 838	12,507
4.—Others	43,490	38,722	72 007	27 019	28 517			11,953
Railway plant & rolling stock carried for the public & foreign railways—								
1.—Locomotives engines and tenders and parts thereof	1 318	514	1 742	50	424			464
2.—Carriages and trucks and parts thereof	27 793	4,571	35,560	6 073	7 777	1,502		
3.—Materials—								
(a) Steel rails and fish plates	26,238	736	157	36		...	26,081	700
(b) Sleepers and keys of steel and cast-iron	4 007	2 076					4 007	2 016
(c) Other sorts	63 797	9 620	27 123	4 427			36 674	5 193
Salt	5,00 061	92,396	4,64 343	88,113			35 718	4,283

Staples	1899		1900		Increase		Decrease	
	Weight	Freight	Weight.	Freight.	Weight	Freight	Weight	Freight.
	Mds.	Rs	Mds	Rs	Mds	Rs	Mds.	Rs
Saltpetre and other saline substances—								
1 Saltpetre ...	62,404	22 747	49,174	18 036			13,230	4 711
2 —Other saline substances	30 159	8 778	44,521	13,246	14,362	4,468		
Silk—								
1 —*Raw—*								
(a) Foreign								
(b) Indian	3 593	1 347	1,985	883			1,608	464
2.—*Piece-goods—*								
(a) Foreign ..								
(b) Indian	195	360	284	415	89	55		
Spices—								
1 —Betel nuts	17 026	15,616	20 944	20 045	3,918	5,329		
2 —Cardamoms	1 166	436	1,121	1 312		877	45	
3 —Chillies	16,748	5 619	7 374	3,526			9 374	2,093
4 —Ginger	2,360	955	2,612	1,067	252	112		
5 —Pepper	2 102	2 110	2 233	1 161	131			958
6 —Others	1 215	640	8 977	6,441	7 702	5,801		
Stone and lime	3,94 208	76 745	3,01,167	61,040			93 041	15,705
Sugar—								
1 —Refined ...	15 636	6 207	24,781	8 454	9,145	2 247		
2 —Unrefined—								
(a) Sugar	80 870	21 900	1 12,718	40,671	31 848	18,771		
(b) *Gur rab* jaggree, molasses and other saccharine produce	1,01,058	21,474	1,63,564	49,126	62,506	27 652		...
Tea—								
1 —Foreign								
2.—Indian	4,378	2,461	2,995	2,331	...		1,383	130
Tobacco ..	44 152	16 780	39 916	17 920	.. ..	1,140	4 236	
Wood—								
1 —Timber unwrought	1,21 557	19 056	81 633	13 848			39,924	5 208
2 —Manufactures ..	12 799	6 133	12,128	4,263			671	1,864
Wool—								
1 —Raw	3,523	1 115	3,073	1 899		784	450	
2 —Manufactured—								
(a) Carpets and rugs	991	1 336	763	529			228	807
(b) Piece-goods, European	6,112	3 251	2 683	776			3 429	1 505
(c) Ditto Indian	6 910	11 267	4,394	6 292			2 516	4 975
(d) Other sorts of manufactures			2 641	2 107	2 641	2,307		
All other articles of merchandise—								
1 —Bones	40,909	6 295	23,186	6 202			17,723	93
2 —Firewood	14,395	1 430	27,227	1,918	12 832	488		
3 —Indigo seed	4,373	1 253	2,776	782			1 597	471
4 —Paints and colours	11 635	5,442	1 032	1,271			10 603	4 171
5 —Seeds other than oilseeds	89 514	27 145	1 11 873	21 857	22,359			2 288
6 —Others ..	6 99,925	1 71 580	8,16,351	3 53,186	1,16,426	1,81,606		..
Total	1 64 93,859	38,35 712	1 77 88 871	36,88 107	12,95 012			1,47,515
Military stores	19 895	32 490	12 650	22 214		—	7 245	10 276
Coal for railway	15 02 773	1 22 945	9 76 833	66,992			5,26 940	55 953
Railway materials	17,95,868	57 341	19 76,499	64 125	1 80 631	6 804		
Live-stock		36 238		45 181	...			
Total ...	1 98 12 401	40 84,706	2,07 53,859	38,86,659	9,41,4[illegible]	8 503		1 98 047

T JACKSON, for *Assistant Auditor*

TRAFFIC AUDIT OFFICE, GOODS DIVISION, CALCUTTA, *28th January 1901*

BENGAL CENTRAL RAILWAY COMPANY, LIMITED.

Abstract of principal Commodities carried over the Bengal Central Railway during the month of November 1901 as compared with the same month of previous year

Articles.	1900 Up	1900 Down	1899 Up	1899 Down	Total 1900	Total 1899	Increase.	Decrease
	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Animals								
Apparel, including drapery haberdashery millinery, uniforms, accoutrements, boots and shoes	5				5		5	
Coal and Coke carried for the Public and Foreign Railways	2,383	90	1,414	50	2,473	1 464	1 009	
Cotton raw	4		8	2	4	10		6
Cotton, manufactured—								
Twist and yarn European	31		64		31	64		63
Ditto Indian	7		3		7	3	4	
Piece-goods, European	149	1	195	1	150	196		46
Ditto Indian	1		5	3	1	8		7
Others								
Chemicals, excepting saltpetre	7				7		7	
Drugs—								
Intoxicating, other than opium								
Non intoxicating—								
Medical preparations	1				1		1	
Others	2		6		2	6		4
Dyes and Tans—								
Indigo								
Myrabolams								
Cutch								
Turmeric	3	29	10	7	32	17	15	
Alizarine and Aniline Dyes								
Al (Morinda Citrifolia)								
Tanning Barks		2			2		2	
Others			1			1		1
Fodder—								
Oilcake	43	20			63		63	
Hay straw and grass								
Fruits and vegetables fresh	12	11			23		23	
Grain and Pulse—								
Wheat	6				6		6	
Rice in the husk	20	14	143	24	34	107		133
Do not in the husk	23	360	21	2,980	383	3 001		2,618
Jawar and bajra								
Gram and pulse	57	58	28	304	115	332		217
Wheat flour	15				15		15	
Others	1			20	1	20		19
Hides and Skins—								
Hides of cattle—								
Dressed or tanned / Raw		17		45	17	45		28
Skins of sheep and other animals—								
Dressed or tanned / Raw		3		5	3	5		2
Horns								
Hemp (Indian) and other fibres excluding jute		5		52	5	52		47
Jute—								
Raw	5	9,698		4 535	9,703	4,535	5 168	
Gunny bags and cloth	14	4	55	5	18	60		42
Lac								
Leather—								
Unwrought								
Wrought excepting boots and shoes			6			6		6
Liquors—								
Ale and beer								
Spirit of all kinds including country spirit								
Wine	2		1		2	1	1	
All other sorts including toddy and fermented liquor other than ale and beer								
Metals—								
Copper, unwrought								
Brass, ditto								
Copper, wrought								
Brass, ditto	2	3	3	6	5	9		4
Iron and steel—								
Cast								
Unwrought								
Wrought	32		5		33	5	27	
Manufactures	1		1		1	1		
Others	15	19	9	18	34	27	7	
Oils—								
Kerosine	113		190		113	190		77
Castor								
Cocoanut	14		19		14	19		5
Mustard and rape	33		24		33	24	9	
Other			1			1		1
Oilseeds—								
Linseed		48		42	48	42	6	
Rape and mustard	88	10	15	16	98	31	67	
Til or jinjili		2		23	2	23		21
Poppy								
Earth nuts								
Castor								
Others								
Opium								
Paper and Pasteboard	7		14		7	14		7
Provisions—								
Ghee	3		4		3	4		1
Dried fruits and nuts		4		7	4	7		3
Others	2		44	44	2	88		86

Articles	1900 Up	1900 Down.	1899 Up.	1899 Down	Total. 1900	Total. 1899	Increase	Decrease.
	Tons.	Tons.	Tons.	Tons.	Tons	Tons	Tons	Tons.
Railway plant and rolling-stock carried for the Public and Foreign Railways—								
Locomotives engines, and tenders, and parts thereof	...	...	...	...		...	...	...
Carriages and trucks, and parts thereof	...	...	...	...	...	...	...	...
Materials—								
Steel rails and fish plates	...	...	...	...		...	...	...
Sleepers and keys of steel and cast-iron		...	...	...	...	...	...	...
Other sorts	...	...		...	...	...	...	...
Salt	386		291		386	291	95	
Saltpetre and other saline substances—								
Saltpetre ...		...		...		...	...	...
Other saline substances ...		...		...	...	...		...
Silk, raw—								
Foreign	...	...	...	...			...	...
Indian	...	...			...			...
Silk, piece-goods—								
Foreign	...	...		...	...	...		
Indian				...		...		
Spices—								
Betel-nuts		1 458		1,022	1 458	1 022	436	...
Pepper	...				...		...	...
Ginger	...			2		2		2
Chillies	15	12	34	11	27	45		18
Cardamoms		...	...	...				
Others	1	4	1	2	5	3	2	...
Stone and lime ...	34	25	88	30	59	118		59
Sugar—								
Refined or crystallised, including sugar candy	39		42	...	39	42		3
Unrefined—								
Sugar	3	21	7	96	24	103		79
Gur, rab, molasses, jaggery, and other saccharine produce	8	151			159		150	...
Tea—								
Foreign		...		...				
Indian			...	...		...		...
Tobacco—								
Unmanufactured ...	52	4	51	8	56	59		3
Manufactured—								
Cigars	...						...	
Other sorts	2		3		2	3	...	1
Wood—								
Timber unwrought ...	68	17	19	5	85	24	61	
Manufactures ...	2	20		...	22		22	
Wool raw ...		1		...	1		1	...
Wool Manufactured—								
Carpets and rugs ...				...				...
Piece-goods, European							...	
Ditto Indian		...	...					
Other sorts of manufactures ...								
All other articles of merchandise	225	143	180	173	368	353	15	
Total	3 936	12,254	3,02.	9 538	16 190	12,563	7 226	3,599

T. SIDDLE,
Chief Auditor and Accountant

CALCUTTA *the 24th January 1901.*

BENGAL AND NORTH-WESTERN RAILWAY.

Statement of goods traffic for the month of August 1900, compared with the corresponding period in 1899.

Description of goods	1899 Tons	1899 Rs	1900 Tons	1900 Rs	Increase Tons	Increase Rs	Decrease Tons	Decrease Rs	Explanation of fluctuations by the Traffic Manager
I.—Apparel, including drapery, haberdashery millinery, uniforms, accoutrements, boots and shoes			17	147	17	147			
II.—Coal and Coke carried for the Public and Foreign Railways	879	1,164	706	1,352		188	113		
III.—Cotton—									
1. Raw	39	349	48	382	9	33		..	
2. Manufactured—									
(a) Twist and yarn, European	7	60	6	43			1	17	
(b) Twist and yarn, Indian	294	2,930	217	1,573			77	757	
(c) Piece-goods, European	375	3,088	243	2,047			133	1,041	
(d) Piece-goods, Indian	84	634	376	3,081	292	2,447	..		
(e) Others									
IV.—Chemicals, excepting saltpetre	...		3	14	3	14		..	
V.—Drugs—									
1. Intoxicating other than opium	3	143	13	166	10	23	.....		
2. Non intoxicating—									
(a) Medicinal preparations	..		..	..		..		...	
(b) Others	56	445	168	701	112	256			
VI.—Dyes and Tans—									
1. Al (Morinda citrifolia)	1	12	1	17	..	5	..	..	
2. Alizarine and aniline dyes									
3. Cutch	13	74	7	38			6	36	
4. Indigo	1	5	2	16	1	11			
5. Myrabolams	2	4	3	16	1	12		..	
6. Tanning barks	28	183	46	329	18	146			
7. Turmeric	9	70	9	51	..			19	
8. Others									
VII.—Fodder—									
1. Oilcake			299	1,274	299	1,274			
2. Hay, straw and grass						..			
VIII.—Fruits and vegetables, fresh	...		162	491	162	491			
IX.—Grain and Pulse—									
1. Gram and pulse	8,390	23,2[illegible]2	3,152	8,501			5,308	14,[illegible]51	Less demand in famine affected districts owing to timely rain
2. Jawar and bajra	34	232	16	21			18	211	
3. Rice in the husk	1,248	3,[illegible]	2,172	8,611	924	5,328	..	701	
4. Rice not in the husk	9,647	27,[illegible]53	6,228	21,852	..		3,42[illegible]		
5. Wheat	4,196	15,978	3,[illegible]89	12,774			607	3,204	
6. Wheat flour			40	225	40	225			
7. Makai	254	6[illegible]2	100	599		...	154	93	
8. Others	12,389	36,861	6,145	15,267		..	6,244	20,594	
X.—Hides and Skins—									
1. Hides of cattle—									
(a) Dressed or tanned			3	16	3	16			
(b) Raw	326	1,597	69	587			257	1,000	
2. Skins of sheep and other animals—									
(a) Dressed or tanned	2	[illegible]1	1	6			1	15	
(b) Raw	210	[illegible]7	135	764			75	313	
XI.—Horns	4	29	6	64	2	35		..	
XII.—Hemp (Indian) and other fibres, excluding jute	..	..	4	16	4	16			
XIII.—Jute—									
1. Raw	4	22	9	53	5	31			
2. Gunny bags and cloth	965	4,772	550	2,52[illegible]		..	415	2,243	Less grain traffic.
XIV.—Lac	66	244	89	297	23	53			
XV.—Leather—									
1. Unwrought	10	81	1	12			9	69	
2. Wrought, excepting boots and shoes		..	..						
XVI.—Liquors—									
1. Ale and Beer	7	41	5	31			2	10	
2. Spirits of all kinds including country spirits	5	38		.. ..			5	38	
3. Wine	16	172	17	158	1		...	14	
4. All other sorts, including toddy and fermented liquor other than ale and beer			..	....					
XVII.—Metals—									
1. Brass, unwrought	8	56	28	146	20	[illegible]	...		
2. Brass, wrought	45	243	61	365	16	122		..	
3. Copper, unwrought			1	7	1	7	..		
4. Copper, wrought	4	14	..				4	14	
5. Iron and steel—									
(a) Cast		..	16	41	16	41	..		
(b) Unwrought			3	17	3	17		..	
(c) Wrought			395	2,113	395	2,113			
(d) Manufactures	274	1,613	72	508	...	..	202	1,105	
6. Others	122	633	145	839	23	206			
XVIII.—Oils—									
1. Kerosine	1,045	3,395	675	2,098		...	370	1,297	Less demand.
2. Castor	16	109	22	105	6			4	
3. Cocoanut	11	53	13	76	2	23			
4. Mustard and rape		...	15	69	15	69			
5. Others	11	94	6	37	...		5	57	

Description of Goods	1899.		1900.		Increase.		Decrease.		Explanation of fluctuations by the Traffic Manager.
	Tons	Rs.	Tons	Rs.	Tons.	Rs.	Tons.	Rs.	
XIX.—Oilseeds—									
1. Castor	183	480	219	406	36	...	...	54	
2. Earthnuts	10 893	36,661	1,887	4,083			9 006	32,608	Due to larger exports in early part of the season.
3. Linseed	244	767	111	435			133	341	
4. Poppy	1,346	4,698	866	3 424			480	2,274	
5. Rape and mustard	3	18	18	30	15	12			
6. Til or jinjili	2,810	9,771	2 047	6,076			773	3,795	
7. Others	17	223	30	413	13	190			
XX.—Opium									
XXI.—Paper and Pasteboard	15	100	22	136	7	36			
XXII.—Provisions—									
1. Dried fruits and nuts	15	161	66	645	51	484			
2. Ghee	151	902	279	1,732	128	830			
3. Others	507	2,026	405	1,699			102	327	
XXIII.—Railway Plant and Rolling Stock carried for the Public and Foreign Railways—									
1. Locomotive engines and tenders and parts thereof									
2. Carriages and trucks and parts thereof									
3. Materials—									
(a) Steel rails and fish plates.									
(b) Sleepers and keys of steel and cast-iron	350	998	60	322			281	671	
(c) Others									
XXIV.—Salt	5 022	13,272	3 217	9,082			1 805	3 190	
XXV.—Saltpetre and other saline substances—									
1. Saltpetre	435	1,172	404	1 392	39	220			
2. Other saline substances			9	61	9	61			
XXVI.—Silk—									
1. Raw—									
(a) Foreign									
(b) Indian	2	25	1	3			1	22	
2. Piece goods—									
(a) Foreign									
(b) Indian									
XXVII.—Spices—									
1. Betelnuts	110	752	142	976	32	224			
2. Cardamoms	1	4	6	56	5	52			
3. Chillies	87	378	30	164			57	214	
4. Ginger	10	70	2	18			8	52	
5. Pepper	16	113	10	91			6	22	
6. Others	116	715	171	1 111	55	396			
XXVIII.—Stone and lime	549	867	764	1,534	215	667			
XXIX.—Sugar—									
1. Refined or crystallised including sugar candy	649	3,356	380	1,625			269	1 731	Less production.
2. Unrefined—									
(a) Sugar	1 547	6 133	232	1 151			1 315	4,982	
(b) Gur rab jaggery molasses and other saccharine produce			987	3 921	987	3,921			
XXX.—Tea—									
1. Foreign									
2. Indian	1	9	1	14		5			
XXXI.—Tobacco—									
1. Unmanufactured	1 098	8 610	831	4 595			267	4,015	
2. Manufactured—									
(a) Cigars	1	6	1	6					
(b) Other sorts	43	203	8	61			35	142	
XXXII.—Wood—									
1. Timber, unwrought			78	103	78	103			
2. Logs	291	965	472	853	181			112	
3. Poles	114	175	32	50			82	125	
4. Manufactures			186	1 083	186	1,083			
XXXIII.—Wool—									
1. Raw	7	47	23	320	16	273			
2. Manufactured—									
(a) Carpet and rugs									
(b) Piece-goods European									
(c) Piece-goods Indian	5	42	7	108	2	66			
(d) Other sorts of manufactures									
XXXIV.—All other articles of merchandise—									
1. Indigo seed	330	557	33	106			297	451	
2. Firewood	430	934	662	1,424	232	490			
3. Others not specified above	3,043	14,764	1 546	520			1,497	14,244	
Total	71,879	2,33,663	42,008	1,38,205	4,754	22,419	34 030	1,16 877	

GORAKHPUR,
The 18th January 1901

CHARLES YOUNG,
For *Auditor of Accounts*.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY

Approximate Return of Traffic for first 13 days of January 1901, on 1,837·09 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings (estimated)	Total earnings	Traffic Train-miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs. A P	Mds. s	Rs A. P	Rs A P	Rs A P			
Total Traffic for the period	(a) 539 312	(a) 5,87,407 1 0	88,76,031 20	(b) 14,03 489 8 0	42,014 0 0	20,31 810 9 0	181,098	301,071	482,169
Per mile of Railway		319 11 1		763 6 11	22 13 11	1 105 15 11			
Total for 1⅞ weeks	539 312	5 87,307 1 0	88 76 031 20	14,03 489 8 0	42,014 0 0	20 31,810 9 0	181,098	301,071	482,169
Comparison									
Total for corresponding 13 days of previous year	596,640½	6,65,195 4 9	87 39 373 30	18,36,800 4 8	46,518 12 0	25,48,514 5 5	188,391½	345,975	534,366½
Per mile of Railway corresponding period of previous year		368 10 3	..	1,073 2 9	27 2 10	1,488 15 4		..	
Total for corresponding 1⅞ weeks of previous year	596,640½	6 65,195 4 9	87,39,373 30	18,35,800 4 8	46 518 12 0	25,48,514 5 5	188 391½	345,975	534,366½

(a) The decrease is chiefly in outward traffic principally from Howrah station owing to the running of several special trains.
(b) The decrease is chiefly due to heavier upward despatches of food grains in the corresponding period of 1900.

1901 *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900*

Open mileage	Period	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total	Per mile of railway	Train mileage	
		No of passengers	Rs	Mds	Rs	Rs.	Rs	Rs	No	Rate Rs A P
1,837 09	13 days of January	539 312	5 87,407	88 76,031	14,03,489	42,014	20,31,811	1 105	482,169	4 3 5

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded 1900

Open mileage	Period	No of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs A P
1,711·61	13 days of January	596 641	6 65 195	87 39,374	18,36 800	46,519	25,48,514	1,489	534,367	4 12 4

TARKESSUR BRANCH RAILWAY

Approximate Return of Traffic for first 13 days of January 1901, on 22·23 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the period	32,815	7 786 5 0	61 722 0	1 378 0 0	11 0 0	9 175 5 0	1 752	285	2,037
Per mile of railway		350 4 3		61 1 10	0 7 11	412 11 11			
Total for 1⅞ weeks	32,815	7 786 5 0	61,722 0	1,378 0 0	11 0 0	9 175 5 0	1 752	285	2 037
Comparison									
Total for corresponding 13 days of previous year	38 031½	8,899 6 2	35,948 10	1,501 1 0	16 1 0	10,416 8 2	1 971	374	2,345
Per mile of railway corresponding period of previous year		400 5 4		67 8 4	0 11 7	463 9 3		..	
Total for corresponding 1⅞ weeks of previous year	38,031½	8 899 6 2	35 948 10	1,501 1 0	16 1 0	10,416 8 2	1 971	374	2,345

1901 *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900*

Open mileage.	Period	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total.	Per mile of railway	Train mileage	
		No of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs A P
22·23	13 days of January	32,815	7,786	61 722	1 378	11	9 175	413	2 037	4 8 1

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded 1900

Open mileage	Period	No of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs. A P
22·23	13 days of January	38,031	8,899	35,948	1 501	16	10,416	469	2,345	4 7 1

DELHI-UMBALLA-KALKA RAILWAY.

Approximate Return of Traffic for first 12 days of January 1901, on 168·24 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run.		
	Number of passengers	Coaching receipts	Weight carried.	Receipts			Coaching.	Merchandise.	Total.
		Rs A P	Mds s	Rs A P	Rs. A. P	Rs. A. P			
Total traffic for the period	25,949	22,231 5 0	2,42 288 10	17,745 3 0	113 0 0	40 089 8 0	13,062	5,626	18,688
Or per mile of railway ...		187 0 5		109 6 0	0 11 8	247 1 7			...
Total for 1¾ weeks	25,949	22,231 5 0	2,42 288 10	17,745 6 0	113 0 0	40,089 8 0	13,061	5,625	18,688
Comparison									
Total for corresponding 13 days of previous year	28,522½	26,996 5 0	1,85,103 30	22,084 10 0	123 3 8	49,204 2 8	13,046	6,418	19,464
Per mile of railway corresponding period of previous year		166 6 4	.....	136 2 0	0 12 2	303 4 6	...	...	...
Total for corresponding 1¾ weeks of previous year ..	28 522½	26,996 5 0	1,85 103 30	22 084 10 0	123 3 8	49,204 2 8	13,046	6,418	19,464

1901. *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900*

Open mileage.	Period	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total	Per mile of railway.	Train mileage.	
		No of passengers	Rs.	Mds	Rs	Rs	Rs	Rs	No	Rate Rs. A. P.
168·24	12 days of January	25,949	22,231	2,42 288	17,745	113	40,089	247	18,688	2 2 4

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded **1900**

Open mileage.	Period	No of passengers	Rs	Mds	Rs.	Rs	Rs	Rs	No	Rate. Rs A P
168·24	13 days of January	28,523	26,996	1 85 104	22,085	123	49 204	303	19 464	2 8 5

SOUTH BEHAR RAILWAY

Approximate Return of Traffic for first 12 days of January 1901, on 78 76 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated).	Total earnings.	Traffic Train miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the period	16 080	7,557 15 0	74 139 0	5,320 12 0	75 0 0	12,953 11 0	3 050	1,712	4,762
Or per mile of railway ...		95 15 4		67 8 11	0 15 3	164 7 6			...
Total for 1¾ weeks	16 080	7,557 15 0	74 139 0	5 320 12 0	75 0 0	12,953 11 0	3,050	1,712	4,762
Comparison									
Total for corresponding 13 days of previous year	19 318½	9 099 2 5	94 720 0	6 990 12 0	53 13 3	16,143 12 8	2,814	1,320	4,134
Per mile of railway corresponding period of previous year ..	..	115 8 6		88 12 2	0 10 11	204 15 7	...	...	...
Total for corresponding 1¾ weeks of previous year ..	19,318½	9 099 2 5	94,720 0	6,990 12 0	53 13 3	16 143 12 8	2,814	1,320	4,134

1901 *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900*

Open mileage	Period	Coaching Traffic		Merchandise and Mineral Traffic.		Other earnings	Total	Per mile of railway	Train mileage.	
		Number of passengers	Rs.	Mds.	Rs.	Rs	Rs.	Rs	No	Rate. Rs. A. P.
78·76	12 days of January	16,080	7,558	74 139	5,321	75	12 954	164	4,762	2 11 6

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded. **1900.**

Open mileage	Period	Number of passengers	Rs	Mds	Rs	Rs	Rs.	Rs	No	Rate. Rs. A. P.
78·76	13 days of January	19 319	9,099	94 720	6,991	54	16,144	205	4,134	3 14 6

EASTERN BENGAL STATE RAILWAY

(INCLUDING N B, K D, DACCA, AND ASSAM BEHAR SECTIONS)

Approximate Return of Traffic and Mileage for the week ended 19th January 1901, on 8[illegible] miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (including fares)	Total earnings	Traffic Train miles run		
	No. of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds S	Rs A P	Rs A P	Rs A P			
Total traffic for the week	225 830	1 02 [illegible] 0 0	8 38 410 0	1 [illegible] 0 0	12 320 0 0	[illegible] 890 0 0	86 005	42 310	[illegible] 315
Or per mile of railway	268	122 0 0	1 6[illegible] 0	219 0 0	2 0 0	343 0 0*			
For previous 2 weeks of half year	390 270	1 88 [illegible] 0 0	2 087 880 0	3 00 0 0 0 0	21 800 0 0	5 11 000 0 0	63 7[illegible]	72 134	135 916
Total for 3 weeks	61[illegible] 100	2 [illegible] 200 0 0	2 [illegible] 0	4,[illegible],570 0 0	[illegible] 0 0	8 10 [illegible] 0 0	[illegible] 767	114,444	214 231
Comparison									
Total for corresponding week of previous year	226 033	1 03 109 0 0	905 410 0	1 80 143 0 0	16 957 0 0	3 00 209 0 0	[illegible] 807	42 1[illegible]	77 942
Per mile of railway corresponding week of previous year	2[illegible]	124 0 0	1 [illegible] 0	227 0 0	3 0 0	3[illegible] 0 0			
Total to corresponding date of previous year	615 [illegible]	2 [illegible], 41 0 0	2 [illegible] 410 0	4 05 648 0 0	30 364 0 0	7 94 518 0 0	101 023	117,037	221 060

* Including steamer earnings

DACCA STATE RAILWAY

Approximate Return of Traffic and Mileage for the week ended 19th January 1901, on 86 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run		
	No. of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds S	Rs A P	Rs A P	Rs A P			
Total traffic for the week	2[illegible]	7 [illegible] 0 0	[illegible] 0	[illegible] 0 0	13[illegible] 0 0	14 [illegible] 0 0	2 [illegible]	1,440	3 980
Or per mile of railway	[illegible]	[illegible] 0 0	7 7 0	78 0 0	1 0 0	1[illegible] 0 0			
For previous 2 weeks of half year	4[illegible]	1[illegible] 0 0	[illegible] 140 0	10 10[illegible] 0 0	910 0 0	2[illegible] 0 0	5 0[illegible]	4 602	9 672
Total for 3 weeks	[illegible]	[illegible] 140 0 0	[illegible] 0	[illegible] 0 0	[illegible] 0 0	40 390 0 0	7 [illegible]	6 012	13,63[illegible]
Comparison									
Total for corresponding week of previous year	22 0[illegible]8	6 928 0 0	30 0 2 0	3 527 0 0	52 0 0	10 507 0 0	3 182	1 [illegible]45	4 427
Per mile of railway corresponding week of previous year	264	80 0 0	419 0	41 0 0	1 0 0	122 0 0			
Total to corresponding date of previous year	[illegible]	21 387 0 0	96 [illegible] 0	10 04[illegible] 0 0	2[illegible]5 0 0	31 705 0 0	8 383	3 397	11 780

COOCH BEHAR STATE RAILWAY

Approximate Return of Traffic and Mileage for the week ended 19th January 1901 on 33 7[illegible] miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (including fares)	Total earnings	Traffic Train miles run		
	No. of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds S	Rs A P	Rs A P	Rs A P			
Total traffic for the week	1,520	610 0 0	8 0[illegible] 0	[illegible] 0 0	40 0 0	1 [illegible]50 0 0	380	750	1 130
Or per mile of railway	45	18 0 0	[illegible]40 0	27 0 0		4 0 0*			
For previous 2 weeks of half year	2 090	1 380 0 0	14 [illegible] 0	1 2[illegible] 0 0	80 0 0	2 690 0 0	650	2 718	3 368
Total for 3 weeks	4 610	1 [illegible]90 0 0	2[illegible] 0	[illegible],130 0 0	120 0 0	4 [illegible]40 0 0	1 030	3 468	4 498
Comparison									
Total for corresponding week of previous year	1 563	634 0 0	7,[illegible]85 0	834 0 0	1 8 0 0	1 58[illegible] 0 0	220	955	1 175
Per mile of railway corresponding week of previous year	47	19 0 0	232 0	25 0 0		44 0 0			
Total to corresponding date of previous year	4,520	1 950 0 0	20 177 0	2 37[illegible] 0 0	43[illegible] 0 0	4 767 0 0	[illegible]0	2 974	3,[illegible]

* Excluding coaching ferry

MYMENSINGH-JAGANNATHGANJ RAILWAY

Approximate Return of Traffic and Mileage for the week ended 19th January 1901, on 53 37 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run		
	No. of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	8 470	2,090 0 0	17 740 0	940 0 0	10 0 0	3 040 0 0	1 104	380	1 484
Or per mile of railway	159	39 0 0	332 0	18 0 0		57 0 0			
For previous 2 weeks of half year	14 870	3 660 0 0	38 420 0	1,730 0 0	30 0 0	5 420 0 0	1 900	644	2,544
Total for 3 weeks	23 340	5 750 0 0	56 160 0	2,670 0 0	40 0 0	8 460 0 0	3 004	1,024	4,028
Comparison									
Total for corresponding week of previous year	7 989	1 961 0 0	19 898 0	1 223 0 0	26 0 0	3 210 0 0	1,006	691	1 697
Per mile of railway corresponding week of previous year	148	36 0 0	368 0	23 0 0	1 0 0	60 0 0			...
Total to corresponding date of previous year ...	24 775	6,418 0 0	28,469 0	1 733 0 0	46 0 0	8 197 0 0	2 874	2 669	5 543

BRAHMAPUTRA SULTANPUR RAILWAY

Approximate Return of Traffic and Mileage for the week ended 19th January 1901, on 59 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run		
	No. of passengers	Coaching receipts	Weight carried	Receipts.			Coaching	Merchandise	Total.
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	6 350	1,750 0 0	14,280 0	1 580 0 0	20 0 0	3 350 0 0	1 080	580	1,860
Or per mile of railway	108	30 0 0	242 0	27 0 0		57 0 0			
For previous 2 weeks of half year ...	10 570	2 970 0 0	28 780 0	2 740 0 0	40 0 0	5 750 0 0	2,200	988	3,188
Total for 3 weeks	16 920	4 720 0 0	43 060 0	4 320 0 0	60 0 0	9 100 0 0	3 480	1 568	5 048
Comparison									
Total for corresponding week of previous year	1 837	559 0 0	24 634 0	1 339 0 0	7 0 0	1 905 0 0	185	833	1,018
Per mile of railway corresponding week of previous year	74	23 0 0	995 0	54 0 0		77 0 0			
Total to corresponding date of previous year	8,076	2 622 0 0	63 086 0	2,719 0 0	31 0 0	5 372 0 0	480	2 366	2 846

BENGAL CENTRAL RAILWAY COMPANY, "LIMITED"

Approximate Return of Traffic and Mileage for the first 12 days of January 1901 on 139 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run		
	Number of passengers	Coaching receipts.	Weight carried	Receipts.			Coaching	Merchandise	Total.
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the first 12 days of January	58 044	24 813 0 0	1 09 941 0	7 657 0 0	880 0 0	33 350 0 0	7 811	4,810	12,621
Or per mile of railway per week	260	111 0 0*	461 0	32 0 0	4 0 0	147 0 0			... ...
For previous weeks of half year							... ...		
Total for 2 weeks	58 044	24,813 0 0	1 09,941 0	7,657 0 0	880 0 0	33 350 0 0	7 811	4 810	12,621
Comparison									
Total for corresponding first 13 days of previous year	63 376	24 805 0 0	1 34,220 0	10 345 0 0	848 0 0	35 998 0 0	9 101	4 329	13,520
Per mile of railway corresponding week of previous year	262	103 0 0	580 0	40 0 0	3 0 0	146 0 0			
Total to corresponding date of previous year	63 376	24 805 0 0	1,34,220 0	10,345 0 0	848 0 0	35,998 0 0	9,191	4,329	13,520

* Coaching traffic calculated on 130 miles only

BENGAL AND NORTH-WESTERN RAILWAY

Approximate Return of Traffic for the week ending 19th January 1901, on 1,162 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated), including steam boat	Total earnings.	Traffic Train miles run		
	No of passengers	Receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs	Mds.	Rs	Rs	Rs			
Total traffic for the week on 1 162 miles open	138 650	(a)60 790	4,95 790	(b)69 520	(a)14 010	1,44 320	30 207	(c)27,322	57,529
Or per mile of railway	119 32	52 31	426 67	59 83	12 06	124 20		..	..
For previous 1½ weeks of half year	233 850	1 00 180	8,63 370	1,24 090	25 990	2,50,200	50,281	44,177	94,458
Total for 2½ weeks	372,500	1,60,970 0 0	13 59 160	1 93,610	40,000	3 94 580	80 488	71,499	151,987
Comparison									
Total for corresponding week of previous year on 1 085 miles open	121 870	49,431	6 33 701	92 483	12,816	1,54,730	26,557	(d)31 538	58 095
Per mile of corresponding week of previous year	112 32	45 56	584 06	85 24	11 81	142 61			
Total to corresponding date of previous year	345 771	1,40 552	16,48 386	2 25,838	38 609	4 04 990	77 636	84,934	162 572

(a) Increase under coaching and other earnings is due to increased mileage and improved traffic generally
(b) Decrease under goods is due to the traffic last year being abnormal
(c) Includes 2 632 miles of ballast trains run on open line
(d) 2,686 " "

SEGOWLIE RAKSAUL BRANCH RAILWAY

(Worked by the B & N W Railway)

Approximate Return of Traffic for week ending 19th January 1901, on 18 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run.		
	Passengers carried	Receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
	No	Rs	Mds	Rs	Rs	Rs			
Total traffic for the period on 18 miles open	1 766	279	9 981	367	81	727	320	130	450
Or per mile of railway	98 11	15 50	554 50	20 39	4 50	40 39			
For previous 1½ weeks of half year	2 995	492	17,213	645	139	1,276	271	161	432
Total for 2½ weeks	4 761	771	27 194	1 012	220	2,003	591	291	882
Comparison									
Total for corresponding week of previous year on 18 miles open	1 372	250	7 597	210	16	476	173	79	252
Per mile of corresponding week of previous year	76 22	13 90	422 06	11 66	0 90	26 46			
Total to corresponding date of previous year	3 830	708	26 142	670	31	1 409	470	250	720

SEGOWLIE RAKSAUL BRANCH RAILWAY

(Worked by the B & N W Railway)

Audited Return of Traffic for week ending 8th December 1900, on 18 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run		
	Passengers carried	Receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
	No	Rs A P	Mds	Rs A P	Rs A P	Rs A P			
Total traffic for the week on 18 miles open	1 559	277 4 2	8,277	237 10 7	30 6 0	545 4 9	153	99	252
Or per mile of railway	86 61	15 6 6	459 83	13 3 3	1 11 0	30 4 9			
For previous 22 weeks of half year	24,244	3 960 5 8	1,26,228	3 249 11 0	113 11 0	7 323 11 8	3 317	1 237	4,554
Total for 23 weeks	25,803	4,237 9 10	1,34 505	3,487 5 7	144 1 0	7 869 0 5	3,470	1,336	4,806
Comparison									
Total for corresponding week of previous year on 18 miles open	1,319	335 13 4	4 460	333 3 0	16 12 0	685 12 4	187	65	252
Per mile of corresponding week of previous year	73 28	18 10 6	247 78	18 8 2	0 14 11	38 1 7	.. ...	..	..
Total to corresponding date of previous year	6 463	1 356 4 3	82,412	2 346 8 0	140 3 0	3,882 15 3	1,133	613	1 746

ASSAM-BENGAL RAILWAY

Approximate Return of Traffic for first 12 days of January 1901 on 397 miles open for all descriptions of traffic, and an additional 181 miles for goods and parcels traffic only*

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train Miles Run		
	No of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs A P	Mds S	Rs A P	Rs A P	Rs A P			
Total traffic for the week	54 809	33 819 0 0	3,50,501 0	26 219 0 0	1 474 0 0	61 512 0 0	5 8 6	14,309	20 275
Or per mile of railway	138 06	85 19	606 40	45 36	2 55	133 10	14 80	24 91	39 71
For previous weeks of half year									
Total for 12 days or 2 weeks	54 809	33 819 0 0	3 50,501 0	26 219 0 0	1 474 0 0	61,512 0 0	5 876	14,3[illegible]	20 275
Comparison									
Total for corresponding week of previous year	56,84[illegible]	34 262 0 0	3 76 902 0	26,915 0 0	1,211 0 0	62,388 0 0	6 149	15,055	21 204
Per mile of railway corresponding week of previous year	143 53	86 52	868 14	62 02	2 79	151 33	15 53	34 69	50·22
Total to corresponding date of previous year ..	56 84[illegible]	34,262 0 0	3 76,902 0	26 915 0 0	1,211 0 0	62 388 0 0	6,149	15 055	21,204

* 142 miles opened from Lumding to Nazira for good traffic only on and from 1st January 1901
(*See* Consulting Engineer's telegram to Government of India Railways dated 5th January 1901

FINANCIAL YEAR.

Approximate Statement of Gross Receipts of the Assam Bengal Railway

Receipts for first 12 days of January 1901			Receipts for first 13 days of January 1900			Total receipts from 1st April 1900 to 12th January 1901			Total receipts from 1st April 1899 to 13th January 1900			Total increase in 1901	Total decrease in 1901
Mean mileage worked	Receipts	Per mile worked	Mean mileage worked	Receipts	Per mile worked	Mean mileage worked	Total receipts	Per mile worked per week	Mean mileage worked	Total receipts	Per mile worked per week		
	Rs	Rs		Rs	Rs		Rs			Rs		Rs	Rs
578	61 512	133 10	434	62 388	151 33	578	13 17 427	..	434	1 [illegible]		8[illegible] 158	..

DARJEELING HIMALAYAN RAILWAY COMPANY, LIMITED

	Rs	A	P
Approximate earnings for the week ending 19th January 1901 .	7 573	0	0
Audited earnings for the corresponding period of 1900 ..	11 263	0	0
Decrease	3,690	0	0
Receipts per mile for the week ending 19th January 1901 ..	148	7	10
Ditto for the corresponding period of 1900 .	220	13	6
Decrease . .	72	5	8
Receipts from 1st January to 19th January 1901	23,926	0	0
Ditto for the corresponding period of 1900 , .	29,988	0	0
Decrease	6,062	0	0

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OFFICIAL PAPERS.

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CONTENTS

PARIS EXHIBITION OF 1900

THE following is published for general information.

F. A. SLACKE,
Secy to the Govt of Bengal

CALCUTTA,
The 4th February 1901

Extract from the Proceedings of the Government of India, in the Department of Revenue and Agriculture (Commercial Exhibitions), No 4—23-5, dated Calcutta the 18th January 1901.

RESOLUTION

READ—

The following list of awards to Indian Exhibitors at the Paris Exhibition of 1900

GROUP I —EDUCATION

Class 4 —Special Teaching of Fine Art, including Music

Dwadkar, N O, Girgaum, Bombay, India ...	**Honourable Mention.**

GROUP II.—FINE ARTS

Class 9.—Sculpture

Mhatre, G. K., India	**Honourable Mention**

GROUP III.—LIBERAL ARTS

Class 11.—Typography. Various Printing Processes

Indian Government Printing Department, India	Silver Medal.

Class 12.—Photography

Earl, John (Griggs & Sons, Ld.)	Honourable Mention
Griggs & Sons, Ld., W., London	Bronze Medal
Indian Forest Department, Collective Exhibit of	Gold Medal
Pilgrim, F. A. (Griggs & Sons, Ld.)	Honourable Mention

Class 13.—Books, etc

Sutton & Sons, Reading	Gold Medal

Class 16.—Medicine and Surgery.

Powell & Co., N., Bombay, India	Bronze Medal

Class 17.—Musical Instruments

Hallé Piano Company, London	Bronze Medal
Ditto	Silver Medal

GROUP VI.—CIVIL ENGINEERING.

Class 30.—Carriages and Wheelwrights' Work

Pestonjee B. Press, The Fort Coach Factory, Bombay, India	Honourable Mention
Ranking, I.M.S., Colonel G. S. A.	Bronze Medal

GROUP VII.—AGRICULTURE

Class 39.—Vegetable Food Products

United Planters' Association of Southern India	Gold Medal

Class 41.—Non-edible Agricultural Products

Agave Fibre Company, India	Silver Medal
Borsogomoff & Co., Calcutta, India	Ditto
Carter & Co., James, London	Bronze Medal
Gouripore Company, Limited, Calcutta, India	Silver Medal
Mackintosh & Co., Calcutta, India	Ditto
Nahapiet Jute Company, Dacca, India	Gold Medal

GROUP IX.—FORESTRY AND SPORT

Class 49.—Appliances and Processes used in Forestry

India, Government of, Forest Department, Collective Exhibit of	Grand Prix

Class 50.—Products of the Cultivation of Forests and of Forest Industries

India, Government of, Forest Department	Grand Prix
India, Government of, Forest Department	Grand Prix
Mysore, His Highness Maharaja of, India	Gold Medal
Sutton, Sons & Co., G. F., London	Silver Medal
Ditto	Gold Medal

Class 51.—Hunting and Sporting Equipments

Datia, His Highness Maharaja of, Central India	Silver Medal

GROUP X.—FOOD PRODUCTS

Class 59.—Sugar and Confectionery, Condiments and Relishes

Amalgamated Tea Estates' Company, Limited, India	Gold Medal
Anglo-American Direct Trading Company, India	Silver Medal
Assam Dooars Tea Company, Limited, India	Honourable Mention
Attaree-Khat Tea Company, India	Ditto
Bengal United Tea Company, India	Bronze Medal
Borbarree Tea Garden, Assam, India	Ditto
British Darjeeling Tea Company, India	Silver Medal
Cachar and Dooars Tea Company, India	Bronze Medal
Century Tea Company, Paris	Silver Medal
Chalouni Tea Company Limited, India	Bronze Medal
Consolidated Tea and Lands Company, Cachar, India	Gold Medal
Darjeeling Consolidated Tea Company, India	Bronze Medal
Doodputlee Tea Company, Limited, India	Ditto
East India Tea Association, Calcutta, India, and 14, St Mary Axe, London, E.C.	Grand Prix

East India Tea Company, Assam, India	Honourable Mention
Ethelwald Tea Estate, Assam, India	Ditto
Excelsior Fruit Canning Company, Saharanpur, India	Silver Medal
Framjee Nowrojee, 9, Forbes Street, Fort, Bombay, India	Bronze Medal
Giello Tea Company, India	Silver Medal
Greenwood Tea Company, Limited, Assam, India	Bronze Medal
Harry & Co., 1, Old Court House Lane, India Mart Office, Calcutta	Gold Medal
Hope Tea Company, Dooars, India	Silver Medal
Imperial Tea Company, Limited, India	Gold Medal
Jaipur Tea Estate, India	Honourable Mention
Jhanzie Tea Association, India	Ditto
Jokai Tea Company, Limited, Assam, India	Silver Medal
Majuli Tea Company, Assam, India	Bronze Medal
Manna & Co., H. D., 4, Guloo Ostagar's Lane, Durjeepara, Calcutta	Ditto
Manockji Poonjiaji & Sons, Borah Bazar Street, Bombay	Silver Medal
Merwanji Ponjiaji & Sons, India	Bronze Medal
Mohabund Tea Company, Assam, India	Silver Medal
Nagaisuree Tea Company, Limited, Dooars, India	Honourable Mention
Okayti Tea Company, Limited, Darjeeling, India	Bronze Medal
Poobong Tea Estate, Darjeeling, India	Ditto
Radha Nath Dey, Bankipur, Bengal, India	Honourable Mention
Soom Tea Company, Limited, Darjeeling, India	Ditto
Sreekissen Dutt & Co., 14, Old Court House Lane, Calcutta	Bronze Medal
Teesta Valley Tea Company, Limited, Darjeeling, India	Honourable Mention
Thorajan Tea Company, Limited, Assam, India	Ditto
Tukvar Tea Company, Limited, Darjeeling, India	Ditto
Turzum Tea Estate, Darjeeling, India	Ditto
United Planters' Association, Central Travancore, India	Ditto
Western Cachar Company, Limited, Cachar, India	Ditto
Woodbine Tea Estate, Assam, India	Ditto
Sharwood & Co., J. A., London	Gold Medal

Class 62.—Various Beverages.

Murree Brewery Company, Limited, Gora Gully, Punjab, India	Bronze Medal

GROUP XI.—MINING AND METALLURGY.

Class 63.—Working of Mines and Quarries.

Baroda, His Highness the Gaekwar of, India	Honourable Mention
Geological Survey Department, Government of India	Grand Prix

Class 64.—Metallurgy.

Bengal Iron and Steel Company, Barrakur, India	Silver Medal
Ghose & Co., B. L., 146, Cornwallis Street, Calcutta, India	Bronze Medal

GROUP XII.—FURNITURE AND DECORATION.

Class 66.—Fixed decoration of Public Buildings and Dwelling Houses.

Baroda, His Highness the Gaekwar of, India	Silver Medal
Government of Bombay, India	Ditto
Government of Burma, India	Grand Prix
Government of India (assisted by Baroda, Mysore, Kashmir, and other Native States), India. For Central Trophy	Gold Medal
Government of Madras, India	Silver Medal
Government of Mysore, India	Ditto
Government of Punjab, India	Ditto
Government of Travancore, India	Ditto
Jaipur, His Highness the Maharaja of, India	Bronze Medal
Kapurthala, His Highness the Raja of, India	Silver Medal
Marwar (Jodhpur), His Highness the Maharaja of, Rajputana, India	Ditto

Class 69.—Household and Art Furniture.

Ardeshir and Byramji, Bombay, India and London	Bronze Medal
Armstrong, I.M.S., Major W. A.	Silver Medal
Framji Pestonji Bhumgara & Co., 139, London Wall, London, E.C., India	Honourable Mention

Class 70 —Carpets, Tapestry, and other Upholstery Materials

Bikanir, His Highness The Maharaja of, Rajputana, India	Silver Medal
Cochin, His Highness the Raja of, India ...	Ditto
Dauvergne & Co, H, Srinagar, Kashmir, India	Grand Prix
Davee Sahai Chumba Mull, Amritsar, India	Gold Medal
Government of Madras, Madras, India ...	Silver Medal
Nizam of Hyderabad, His Highness the, India	Ditto

Class 72 —Pottery and Porcelain

Jaipur, His Highness the Maharaja of, Rajputana, India	Silver Medal
Madras School of Arts, India ..	Bronze Medal

Class 75 —Apparatus and processes employed for Lighting other than Electric Light

Paranjape, Vishnu Balkrishna, Bombay, India	Bronze Medal

GROUP XIII —TEXTILES

Class 80 —Cotton Thread and Fabrics

Central Spinning Company, Empress Mills, Nagpur, India	Silver Medal

Class 81.—Threads and Fabrics of Flax, Hemp, etc, Cordage

Borsogomoff & Co, Calcutta	Bronze Medal
Gourepore Company, Limited, Calcutta, India	Ditto
Hurton & Co, W H, 1—2, Strand Road, Calcutta India ..	Silver Medal
Mackertich & Co, Calcutta, India ...	Bronze Medal
Nahapiet Jute Company, Limited, Dacca, India	Silver Medal
Raj Cumar Das & Co, Chatra Rope Works, Serampur, Bengal, India ..	Bronze Medal

Class 82 — Woollen Yarns and Fabrics

Davee Sahai Chumba Mull, Amritsar, India ..	Bronze Medal
Framji Pestonji Bhumgara & Co, Bombay, India 135, London Wall, London, E C	Ditto
Sumar Chand, Sham Lall, Sadhs, Farukhabad City, North-Western Provinces, India	Ditto

Class 83 —Silks and Silk Fabrics

Bagchi & Co, S S, Murshidabad, Bengal, India	Honourable Mention
Bengal Silk Company, India ...	Gold Medal

Class 84 —Lace, Embroidery and Trimmings

Ardeshir and Byramji, Bombay and London	Silver Medal
Framji Pestonji Bhumgara & Co, London and Bombay, India ...	Gold Medal
Government of Travancore India	Bronze Medal
Jhind, His Highness the Raja of, Punjab, India	Honourable Mention
Kapurthala, His Highness the Raja of, India	Silver Medal
Patiala, His Highness the Maharaja of, Punjab, India	Honourable Mention
Sumar Chand, Sham Lall, Sadhs, Farukhabad City, North-Western Provinces, India	Silver Medal

Class 85 —Tailoring, Dress-making and Clothing for men, women and children

Government of Bengal, India	Bronze Medal
Government of Bombay, India	Ditto
Government of Burma, India	Ditto
Government of Kashmir, India	Silver Medal
Government of Mysore, India ...	Ditto.
Hamalay Naik, Mysore, India	Bronze Medal
India, Government of	Silver Medal
Jhind, His Highness the Raja of, Punjab, India	Ditto
Jaipur, His Highness the Maharaja of, India	Ditto
Marwar (Jodhpur), His Highness the Maharaja of, India	Ditto

GROUP XIV.—CHEMICAL INDUSTRIES

Class 87 —Applied Chemistry and Pharmacy.

Burma Oil Company, Rangoon, Burma	Silver Medal
Coventry, Bernard Dalsing Sarai, Tirhoot, Bengal, India	Ditto
Cyona Company, Limited, London	Honourable Mention
Sumar Chand, Sham Lall, Sadhs, Farukhabad City, North-Western Provinces, India	Ditto
Sutton & Sons & Co, G F, London ..	Silver Medal.

Class 89.—Leather and Skins.

Talati, K E., Ahmedabad, Bombay, India ... ... Honourable Mention.

Class 91.—Manufacture of Tobacco and Matches.

Oakes, Bros. & Co, 46, New Broad Street, London, E.C., and Madras, India	Silver Medal
Spencer & Co., Limited, London and Madras, India .	Ditto

GROUP XV —VARIOUS INDUSTRIES

Class 92 —Stationery

Allibhoy Vallijee & Sons, Mooltan, India .. ... Bronze Medal

Class 95 —Jewellery and Precious Stones

Ardeshir and Byramji, Bombay, India ...	Bronze Medal
Baroda, His Highness the Gaekwar of, India	Silver Medal.
Bhavnagar, His Highness the Maharaja of, India ...	Bronze Medal.
Cochin, His Highness the Raja of, India ..	Ditto
Framji Pestonji Bhumgara & Co, 135, London Wall, London, E C	Ditto
Government of Bengal, India	Silver Medal
Jhind, His Highness the Râja of, India .	Bronze Medal
Panna, His Highness the Maharaja of, India ..	Silver Medal
Patiala, His Highness the Maharaja of, India .	Bronze Medal.
Travancore, His Highness the Maharaja of, India .	Ditto

Class 97 —Bronzes and Works of Art in Cast Iron and Wrought Metal. Repoussé Work

Ardeshir and Byramji, Bombay, India ..	Bronze Medal
Framji Pestonji Bhumgara & Co, London and Bombay, India	Ditto

Class 98 —Brushes, Leather Articles, Fancy Articles and Basket Work

Ardeshir and Byramji, Bombay, India ..	Bronze Medal
Banganapalli State, India	Silver Medal.
Baroda, His Highness the Gaekwar of, India .	Bronze Medal
Bharatpur, His Highness the Maharaja of, India	Silver Medal.
Bhavnagar State, India .	Ditto
Bikanir, His Highness the Maharaja of, India	Ditto
Datia, His Highness the Maharaja of, India	Ditto
Government of Bengal, India	Ditto
Government of Kashmir, India ... ... ,	Ditto
Government of Mysore, India ..	Ditto
Government of Travancore, India .	Ditto
Honorary Secretary, Indian Industrial Association, India	Bronze Medal
Jhind, His Highness the Raja of, India .	Gold Medal
Jamsetjee, Sir, Principal of the Jeejeebhoy School of Art, Bombay, India . ,	Silver Medal
Kapurthala, His Highness the Raja of, India	Bronze Medal
Madras School of Art, Superintendent of the, Madras, India . .	Silver Medal
Marwar (Jodhpur), His Highness the Maharaja of, India	Ditto
Panna, His Highness the Maharaja of, India . .	Honourable Mention
Patiala, His Highness the Maharaja of, India	Bronze Medal
Sumar Chand, Sham Lall, Sadhs, Farukhabad, India	Honourable Mention

Class 100 —Toys

Bindra Bros , Dial Works, Sialkote, India ..	Honourable Mention
Ghanda Singh Uberoi & Co, Punjab Sports Works, Sialkote, Punjab, India	Bronze Medal
Muhamad Din & Co , N , Sialkote, India ..	Honourable Mention
Panna, His Highness the Maharaja of, India ...	Ditto
Uberoi & Co , Messrs. Ghanda Singh, The Punjab Sporting Works, Sialkote, Punjab, India	Ditto

GROUP XVII.—COLONISATION

Class 113 —Methods of Colonisation

Government of India, Forest Department, Collective Exhibit of ... ... Grand Prix.

Class 114.—Colonial Buildings and Appliances

Bostwick Gate and Shutter Company, Limited, London	Silver Medal.
Clowes, Charles, Architect, London	Gold Medal
Clowes, Charles, Architect, London ...	Silver Medal
Government of India, Forestry Department, Collective Exhibit of	Honourable Mention
Hopkinson, Charles (Bostwick Company) ...	Ditto.
Humphreys, Limited, London	Silver Medal
Mathews, J (Bostwick Company)	Honourable Mention.

GROUP XVIII.—ARMY AND NAVY

Class 120.—Administrative Departments.

Pal, Charu Chandra and Jadu Nath, Bengal, India ..	Bronze Medal.

AWARDS TO COLLABORATEURS.

GROUP IX.—FORESTRY AND SPORT

Class 49.—Appliances and Processes used in Forestry

Gleadow, Frank (Indian Forest Department) ..	Bronze Medal
Jackson, A (Indian Forest Department) ..	Honourable Mention
Muriel, Charles (Indian Forest Department) ...	Ditto.
Oliver, John W (Indian Forest Department)	Silver Medal
Reynolds, William (Indian Forest Department) ..	Gold Medal
Ribbentrop, Berthold (Indian Forest Department)	Grand Prix

Class 50.—Products of the Cultivation of Forests

Brown, Percy (Principal, Mayo School of Art, Punjab), India ..	Silver Medal
Gamble, J S (Indian Forest Department)	Ditto
Ribbentrop, Berthold (Indian Forest Department) ..	Gold Medal

Class 54.—Appliances used in gathering wild crops

Oliver, John W (Indian Forest Department) ..	Silver Medal
Ribbentrop, Berthold (Indian Forest Department) ..	Gold Medal

GROUP XI.—MINING AND METALLURGY.

Class 63.—Working of Mines

Blyth, T R (Indian Geological Survey Department)	Gold Medal

ORDER.—Ordered that the list be published for information in the Supplement to the *Gazette of India*, and that copies be forwarded to all Local Governments and Administrations, and to the several Departments of the Government of India

Also that a copy be forwarded to the Inspector-General of Forests to the Government of India, the Director of the Geological Survey of India, the Reporter on Economic Products to the Government of India, and to the Honorary Secretary to the Trustees of the Indian Museum, for information.

[True extract.]

T. W. HOLDERNESS,

Secretary to the Government of India.

WEATHER AND CROP REPORT

For the week ending the 4th February 1901

Burdwan.—No rain Weather unusually warm Threshing of *aman* and pressing of sugarcane still continue Fodder and water sufficient. Common rice sells as follows —

	Srs	
Sadar	12	per rupee
Kalna ..	10⅝	
Katwa.	13	
Raniganj	13	

Birbhum—No rain Weather seasonable Standing crops doing well Price of rice at Sadar 12 seers and at Rampur Hât 14⅜ seers Fodder sufficient

Bankura.—No rain Weather seasonable Pressing of sugarcane going on *Rabi* plants doing well Fodder and water sufficient Sporadic cases of cow-pox reported Common rice selling at 11 seers 14 chitaks at Bankura and 12 seers at Vishnupur per rupee

Midnapore—No rain *Aman* nearly harvested Sugarcane being pressed Common rice sells as follows —

	Srs	
Sadar	14	per rupee
Contai	14	
Tamluk	11	
Ghatal	12½	

Hooghly.—No rainfall Prospect of *rabi* fair Reaping of *rabi* commenced Fodder and water sufficient Common rice sells at 11 seers 2 chitaks per rupee

Howrah—No rain Weather seasonable Harvesting of *aman* still going on in places in Ulubaria Fodder and water sufficient Common rice sells at 10 seers per rupee

24-Parganas.—Rainfall nil Weather seasonable Prospects of standing crops not good Harvesting of *aman* is still going on Lands are being ploughed for sowing of jute, &c No cattle-disease Fodder and water sufficient Common rice sells as follows —

	Srs	
Sadar	10	per rupee
Barasat . ..	10	
Basirhat ...	10	
Diamond Harbour	10½	

Nadia.—No rain Weather seasonable Prospect of standing crops not good, owing to want of rain Pressing of sugarcane going on Fodder and water sufficient except in Chuadanga where they are getting scanty Price of common rice stationary

Murshidabad.—No rain Weather seasonable Prospects of *rabi* crops favourable Cattle-disease reported from thana Asanpur of Lalbagh subdivision Fodder and water sufficient. Common rice sells as follows —

	Srs	
Sadar . ..	13	per rupee.
Lalbagh	12½	
Kandi	15	
Jangipur	13½	

Jessore.—No rainfall Weather seasonable. Prospects of the crops good. Harvesting of sugarcane and mustard going on. Fodder and water sufficient. Common rice sells as follows —

	Srs.	
Sadar	11	per rupee
Jhenida	13	
Magura	13½	
Narail	13$\frac{1}{16}$	
Bangaon	12$\frac{1}{16}$	

Khulna.—Rainfall nil Weather seasonable. Harvesting of *aman* paddy still continues. Prospects fair. Transplantation of *boro* going on. Fodder and water sufficient. Common rice sells as follows —

	Srs	
Sadar	13¼	per rupee.
Bagerhat	13	
Satkhira	11	

Rajshahi.—Weather seasonable Prospects of crops good. Harvesting of *rabi* crops in progress No cattle-disease. Fodder and water plentiful. Common rice sells at 14 seers per rupee

Dinajpur.—Rainfall nil Weather seasonable. Harvesting of *aman* is over. No cattle-disease Fodder and water plentiful Rice selling at Sadar 14 seers and at Thakurgaon 13 seers per rupee

Jalpaiguri.—Rainfall nil Weather seasonable Harvesting of *haimanti* paddy nearly finished Prospect of *rabi* crops satisfactory Lands are being ploughed for jute and *bhadoi* paddy Common rice sells at 12 seers a rupee Fodder and water sufficient

Darjeeling—Rainfall nil Weather seasonable. *Hills—Tori, phapor,* wheat, barley progressing Potatoes being sown *Terai*—reaping of mustard going on Potatoes doing well Sugarcane cutting commenced Common rice sells as follows —

	Srs.	
Hills	10	per rupee
Terai	13	

Bhutta sells at Darjeeling and Kalimpong 20 seers per rupee

Rangpur.—Rainfall nil Weather seasonable Harvesting of *aman* still going on Lands are being prepared for *aus* and jute Fodder and water sufficient Price of common rice stationary

Bogra—No rain Weather seasonable Harvesting of mustard and *rabi* pulses continues Land being prepared for *aus* and jute Rainfall wanted Common rice sells at 13 seers 9 chitaks a rupee Fodder and water sufficient

Pabna.—Rainfall nil Weather seasonable Prospects of standing crops fair Lands being prepared for paddy and jute. Prices unchanged Some cattle pox reported Fodder and water sufficient

Dacca—Rainfall nil Weather seasonable Prospects of crops fair Fodder available. No cattle disease Common rice 11 seers per rupee

Mymensingh—Rainfall nil Weather seasonable Prospects of standing crops fair. Transplantation of *boro* nearly finished Common rice sells as follows —

	Srs.	
Sadar ...	10	per rupee.
Jamalpur	10	
Kishorganj ..	11½	
Tangail .	11	
Netrakona	11$\frac{1}{16}$	

Faridpur—No rain Weather seasonable State and prospects of crops good. Rain is wanted Coarse rice sells at 12¾ seers per rupee.

Backergunge—Rainfall nil Weather seasonable. Prospects of crops good. Fodder and water sufficient No cattle-disease reported Common rice sells at 11½ seers (new *aman*) per rupee

Tippera—Rainfall nil Weather seasonable Standing crops doing well, but rain is wanted Water and fodder sufficient Common rice sells at 12¾ seers per rupee.

Noakhali.—No rain Prospects of standing crops fair Lands are being cultivated for *aus*. No cattle-disease reported Fodder and water sufficient Prices stationary.

Chittagong—No rain Harvesting of winter rice completed Outturn 12 annas. Water and fodder sufficient Common rice sells at 12½ seers per rupee.

Patna—Rainfall nil Threshing of paddy continues *Rabi* crops doing well Fodder and water for cattle sufficient Common rice sells in Patna at 15 seers per rupee.

Gaya—Rainfall nil. *Rabi* doing well. Poppy in bud and flower Common rice selling at 12 seers per rupee.

Shahabad.—No rain. Weather favourable to the standing *rabi* crops. Pressing of sugarcane in progress. Fodder and water sufficient Rice 13 seers a rupee at Sadar

Saran—Rainfall nil Weather seasonable *Rabi* crops attaining maturity and doing well. Fodder and water sufficient Common rice 14½ seers and *makai* 22 seers 14 chitaks per rupee

Champaran.—Rainfall nil. Prospects of *rabi* good Weeding still continues in some places Sugarcane pressing is going on Fodder and water sufficient. Prices of common rice and maize at Sadar are 15 and 26 seers per rupee respectively.

Muzaffarpur.—Rainfall nil Standing crops continue to promise well Prices are—Common rice 14 seers, wheat 13 seers, barley 21 seers, maize 24 seers, gram 14 seers, *arhar* 15 seers, and *marua* 23 seers a rupee

Darbhanga—Rainfall nil. *Rabi* doing well. Fodder and water sufficient No cattle-disease reported. Common rice sells as follows —

	Srs	
Sadar	16½	per rupee
Samastipur	15	
Madhubani	15½	

Monghyr.—No rain Weather seasonable. Prospects of *rabi* and opium good. Standing crops promising Common rice sells as follows.—

	Srs.	
Sadar	12¾	per rupee
Begusarai	14	
Jamui	13	

Bhagalpur.—Rainfall nil Weather cold *Rabi* crops continue to present favourable prospects No cattle-disease Fodder and water sufficient Prices stationary

Purnea.—No rain Weather cold and clear *Rabi* crops doing well. Harvesting of tobacco and pressing of sugarcane going on No cattle-disease Fodder and water sufficient Common rice (*aus*) sells as follows —

	Srs.	
Sadar ...	14	per rupee
Kishanganj ...	14	
Araria ...	17	

Malda.—Rainfall nil Weather seasonable Gathering of *kalai* and mustard not yet finished. Prospects of wheat and barley good No cattle-disease Price of rice unchanged Fodder and water sufficient

Sonthal Parganas.—Rainfall nil Weather clear and seasonable Standing *rabi* doing well Fodder and water-supply sufficient No cattle-disease reported Average price of rice is 15 seers and that of maize 20 seers a rupee

Cuttack.—Rainfall nil Weather seasonable *Guru sarad*, sugarcane and *rabi* being harvested *Dalua* and tobacco growing Condition of cattle good Fodder and water sufficient Common rice sells as follows —

	Srs	ch.	
Sadar	13	12	per rupee
Jajpur	17	1	
Kendrapara	15	12	
Banki	15	12	

Balasore.—Rainfall nil Harvesting of *kundha*, *sarad*, *rabi* and cotton continues Sugarcane being pressed *Dalua* growing well Rice sells at 10, 14 and 17 seers per rupee in interior, Balasore and Bhadrak, respectively Fodder and water sufficient

Angul.—Rainfall nil Weather seasonable Harvesting of *rabi* in progress. Common rice sells at 20 and 14 seers per rupee in Angul and Khondmals respectively Cattle-disease reported from the interior of Angul Fodder and water-supply ample.

Puri.—Rainfall nil Weather is seasonable Harvesting of *sarad* paddy over and that of *kulthi* continues Extensive sowing of *mung* since recent rain Pressing of sugarcane in progress *Dalua* paddy doing well. No cattle-disease Price of common rice stationary Fodder and water-supply sufficient.

Hazaribagh.—Rainfall nil Weather seasonable Common rice sells both at Sadar and Giridih at 13 seers per rupee. Poppy slowly recovering strength and colour. No cattle-disease reported Fodder and water sufficient.

Ranchi.—Rainfall nil. Weather seasonable. Lands are being ploughed. Harvesting of mustard in progress. Average price of common rice is 17 seers per rupee No cattle-disease reported. Fodder and water sufficient.

Palamau.—Rainfall nil. Weather seasonable Prospects of all standing crops good. Fodder and water sufficient. Rice selling at 13¾ seers at Sadar.

Manbhum.—No rain. Weather seasonable Prospects of crops on ground good. Fodder and water sufficient Cattle-disease reported from Manbazar, Para, Jhalda and Topchanchi. Average price of common rice at Sadar 13 seers and at Gobindpur 12 seers per rupee. Supply sufficient.

Singhbhum.—Rainfall nil. Average price of rice is 15½ seers in the district, at Chaibassa 16 seers.

General Summary.—No rain. The standing *rabi* crops are generally reported to be doing well, and some of the early crops are being harvested The pressing of sugarcane is going on Fodder and water sufficient everywhere except in Chuadanga in Nadia A few cases of cattle-disease are reported The price of common rice increased in 17 districts, decreased in 10, and is stationary in the remainder.

By order of the Lieutenant-Governor of Bengal,

F. A. SLACKE,

Secretary to the Govt. of Bengal.

REVENUE DEPARTMENT,

The 5th February 1901.

PRICES-CURRENT (*RETAIL*) OF FOOD-GRAINS AND SALT

IN THE

HEAD-QUARTERS STATION BAZARS OF THE DISTRICTS OF BENGAL

DURING THE FORTNIGHT ENDING THE 31ST JANUARY 1901.

PRICES-CURRENT (retail) of Food-grains and Salt in the Head-

QUANTITIES PER RUPEE IN

Division	Number	DISTRICTS	Wheat: Present return	Wheat: Next preceding return	Wheat: Corresponding return of last year	Barley: Present return	Barley: Next preceding return	Barley: Corresponding return of last year	Rice, common: Present return	Rice, common: Next preceding return	Rice, common: Corresponding return of last year	Jowar or Cholum (*Sorghum Vulgare*): Present return	Jowar or Cholum: Next preceding return	Jowar or Cholum: Corresponding return of last year
		BENGAL.	S Ch	S Ch	S Ch	S Ch	S. Ch.	S. Ch	S Ch	S Ch.	S Ch	S. Ch.	S. Ch.	S Ch.
Burdwan Division	1	Burdwan	12 8	12 8	13 5				12 12	12 12	14 4	...	...	
	2	Birbhum	12 0	12 0	12 0			..	12 0	13 8	13 8	..	..	...
	3	Bankura	11 0	11 0	10 0				11 14	11 4	15 0	...		...
	4	Midnapore ...	9 8	10 0	9 8				12 8	Old 11 8, New 12 8	13 0	...		
	5	Hooghly	10 0	10 0	12 0		...		9 8	10 4	12 0			
	6	Howrah					...		9 8	9 8	Old 13 0, New 16 0		..	...
Presidency Division	7	24 Parganas	..	..			..		10 8	10 0	14 0	..	...	
	8	Calcutta	9 6	10 10	10 0	16 0	20 0	16 0	10 0	10 0	11 6	16 0	17 12	13 0
	9	Nadia	13 5	13 5	16 0				11 7	11 7	12 5	..		..
	10	Murshidabad	Jamali 12 0	13 0	Jamali 14 0, Gangajali 10 0	21 0	26 0	27 0	12 12	13 8	14 8			
	11	Jessore	11 0	9 0	10 0	12 0	10 0	11 0	13 4	13 0	16 0		..	
	12	Khulna		..					13 0	14 0	15 0	..		
Rajshahi Division	13	Rajshahi	15 0	15 0	13 8	26 4	26 4	27 0	12 12	12 0	16 12		...	...
	14	Dinajpur	10 10 3	10 10-3	13 8	24 0	19 0	12 8	13 0	14 4	18 0	..	...	...
	15	Jalpaiguri	9 0	9 0	10 0	...			12 8	12 8	15 8	...	..	...
	16	Darjeeling	7 0	9 0	7 0	8 0	8 0	8 0	11 0	11 8	11 0			...
	17	Rangpur	11 0	11 0	11 0				8 8	9 0	17 0	..	..	...
	18	Bogra	9 15	9 12	9 15½				12 12	13 8	18 0		...	...
	19	Pabna	14 4	15 0	16 8	25 8	26 4	35 0	12 0	12 0	16 8	..	..	
Dacca Division	20	Dacca	10 0	10 0	10 8	16 0		32 0	11 0	11 8	18 0		...	..
	21	Mymensingh	9 0	8 0	10 0	13 0	16 0		11 4	9 8	16 0		...	...
	22	Faridpur ..	10 0	10 0	14 8	10 0	20 0	27 0	11 0	11 8	14 8		..	
	23	Backergunge ..					..		New 11 4, Old 9 0	New 12 0, Old 10 8	New 15 12, Old 12 0		...	...

A In the subdivisions the retail prices of salt per rupee are —Kalna 10 seers 10 chitaks (panga) and 12 seers (karkatch), Katwa 11 seers 12 chitaks (karkatch), Raniganj 10 seers 8 chitaks (panga)

B. At Rampur Hat the retail price of salt is 11 seers per rupee

C At Vishnupur the retail price of salt is 9½ seers per rupee

D In the subdivisions the retail prices of salt per rupee are —Contai return not received, Tamluk 11 seers 4 chitaks, Ghatal 11 seers 8 chitaks

E. In the subdivisions the retail prices of salt per rupee are —Serampore return not received, Arambagh 10 seers 10 chitaks.

F. At Uluberia the retail price of salt is 10 seers 10½ chitaks per rupee

G. In the quarters in the interior of the district the retail prices of salt per rupee are :—Chetla 10 seers 10 chitaks, Barasat 11 seers, Baduria 10 seers 12 chitaks, Moraghat 9 seers 2 chitaks.

H. In the subdivisions the retail prices of salt per rupee are —Kushtia 10 seers (panga), Chuadanga 11 seers, Meherpur 10 seers (karkatch), Banaghat 8 seers 10 chitaks (crushed).

I. In the subdivisions the retail prices of salt per rupee are :—Lalbagh 18 seers (karkatch), Kandi return not received ; Jangipur return not received.

quarters Station Bazars of the Districts of Bengal on the 31st January 1901.

Indian-corn or Maize (*Zea mays.*) Present return.	Indian-corn or Maize Next preceding return.	Indian-corn or Maize Corresponding return of last year.	Arhar or Thur, Cadjan Pea (*Cajanus Indicus*) Present return.	Arhar Next preceding return.	Arhar Corresponding return of last year.	Salt Present return.	Salt Next preceding return.	Salt Corresponding return of last year.	Wholesale prices per maund of 40 seers. Salt Present return.	Wholesale Salt Next preceding return.	Wholesale Salt Corresponding return of last year.	Districts.	Number.	
S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	Rs. A. P.	Rs. A. P.	Rs. A. P.	BENGAL.		
			8 4	7 14	10 8	A 11 8	11 0	11 14 (Crushed)	3 5 0	3 5 0	3 6 0	Burdwan.	1	Burdwan Division.
			8 0	8 0	9 0	B 10 8	10 8	10 8	3 10 6	3 10 6	3 10 6	Birbhum	2	
	...		9 8	8 8	10 0	C 11 0	11 0	10 0 (Panga.)	3 10 0	3 13 0	4 0 0	Bankura	3	
...	..		8 0	8 0	10 8	D 10 12	10 12	11 0 (Panga)	3 9 0	3 9 0	3 8 0	Midnapore	4	
			7 8	8 0	8 0	E 10 0	10 0	10 0 (Crushed)	3 12 0	3 12 0	3 12 0	Hooghly	5	
			5 0	8 0	10 8	F 10 8	10 8	10 8	3 10 0	3 10 0	3 8 0	Howrah	6	
	...		9 0	9 2	11 0	G 10 10	10 10	10 10 (Panga)	3 9 0	3 9 0	3 6 0	24 Parganas	7	Presidency Division
16 0	20 0	14 8	8 0	8 6	10 0	11 0	11 0	11 0 (Panga)	3 6 0	3 6 0	3 5 0	Calcutta	8	
			8 0	8 6	10 0	H 11 13	11 13	12 1 (Panga.)	3 6 0	3 6 0	3 5 0	Nadia.	9	
			9 0	9 0	12 0	I 11 0	11 0	11 8 (Karkatch)	3 8 0	3 8 0	3 6 0	Murshidabad	10	
	..		13 4	10 0	10 0	J 9 8	10 0	10 0 (Panga)	3 14 0	3 14 0	3 12 0	Jessore	11	
			9 0	9 0	10 0	K 10 0	10 0	10 0	3 12 0	3 12 0	3 12 0	Khulna.	12	
			15 0	14 4	21 0	L 9 12	9 12	9 12 (Panga.)	3 12 0	3 12 0	3 13 4	Rajshahi.	13	Rajshahi Division
			9 9½	9 9½	8 0	M 10 10 3	10 10-3	10 0 (Panga)	3 12 0	3 12 0	4 0 0	Dinajpur	14	
			9 0	9 0	10 0	N 10 0	10 0	10 0 (Panga)	3 13 0	3 12 6	3 11 0	Jalpaiguri.	15	
20 0	20 0	18 0	6 0	6 0	6 8	O 8 8	8 8	8 8 (Rora)	4 8 0	4 9 0	5 0 0	Darjeeling	16	
						8 8	8 8	8 1 (Panga)	4 9 0	4 8 0	5 0 0			
12 8	12 8	17 0	7 0	7 0	8 0	P 8 8	9 0	9 0 (Panga)	4 0 0	4 0 0	4 0 0	Rangpur	17	
	...		12 0	9 12		9 12	10 2	10 8	4 2 8	3 13 4	3 10 8	Bogra	18	
..	..		8 0	7 8	9 12	Q 9 12	9 12	9 12 (Panga)	3 13 0	3 13 0	3 14 0	Pabna	19	
...	..		8 0	8 0	10 0	R 10 8	10 8	10 0 (Panga.)	3 10 0	3 11 0	3 8 0	Dacca.	20	Dacca Division
..	...	..	8 0	6 8	8 0	S 10 4	10 0	9 8 (Panga.)	3 13 0	4 0 0	4 0 0	Mymensingh	21	
...	..	...	10 0	9 0	7 8	T 10 0	10 0	10 0 (Panga.)	3 12 0	3 12 0	4 0 0	Faridpur	22	
...	...	...				U 10 0	10 0	10 0 (Panga.)	3 10 0	3 10 0	3 10 0	Backergunge	23	

J In the subdivisions the retail prices of salt per rupee are —Jhenida 10¼ seers, Magura 9¾ seers, Narail 10 seers, Bangaon 10 seers 10 chitaks

K. In the subdivisions the retail prices of salt per rupee are – Bagerhat 9 seers, Satkhira 11 seers.

L In the subdivisions the retail prices of salt per rupee are —Naoor 10½ seers, Naugaon 9 seers 10 chitaks.

M. No report from subdivision.

N In the Alipur Duars the retail price of salt per rupee is 8 seers.

O The retail prices of salt (panga) at Kurseong and Siliguri are 8 and 10 seers per rupee respectively

P. In the subdivisions the retail prices of salt per rupee are —Gaibanda 10 seers, Kurigram 8 seers, Nilphamari 10 seers.

Q. At Sirajganj the retail price of salt is 10¼ seers per rupee.

R. In the marts in the interior of the district the retail prices of salt per rupee are —Madanganj 10 seers 5 chitaks, Manikganj 9 seers, Mirkadim 11 seers 6 chitaks

S. In the subdivisions the retail prices of salt per rupee are :—Kishoreganj 10 seers, Jamalpur 9 seers 6 chitaks, Tangail (Kagmari) 8 seers, Netrokona 9 seers.

T In the subdivisions the retail prices of salt per rupee are :—Goalundo 10 seers, Madaripur 10½ seers (crushed).

U. In the subdivisions the retail prices of salt per rupee are :—Pirojpur return not received ; Patuakhali 9 seers, Bhola 9 seers.

PRICES-CURRENT (retail) of Food-grains and Salt in the Head-quarters

Number	Districts	Wheat: Present return.	Wheat: Next preceding return.	Wheat: Corresponding return of last year	Barley: Present return.	Barley: Next preceding return.	Barley: Corresponding return of last year	Rice, common: Present return.	Rice, common: Next preceding return	Rice, common: Corresponding return of last year	Jowar or Cholum (*Sorghum Vulgare*): Present return.	Jowar or Cholum: Next preceding return.	Jowar or Cholum: Corresponding return of last year.
	BENGAL—*concluded*.	S. Ch	S Ch	S Ch	S Ch	S. Ch.	S. Ch.	S. Ch	S Ch	S Ch	S Ch	S Ch	S Ch.
	Chittagong Division.												
24	Tippera		–				...	11 4	12 1	16 0	–	–	
25	Noakhali							12 0	13 8	17 0			
26	Chittagong* ...								12 12	15 4			
	BIHAR.												
	Patna Division												
27	Patna	14 0	15 0	14 0	27 0	24 0	19 0	15 8	16 8	15 0	30 0	30 0	15 0
28	Gaya	11 0	12 8	14 0	21 0	22 8	17 0	11 8	12 8	14 0	16 8	17 8	
29	Shahabad		13 0	11 8 & 12 0		13 0	16 0		12 0	11 0 & 12 8			
30	Saran	13 0	12 0	12 4	20 0	20 0	14 0	14 0	14 0	12 3			
31	Champaran	12 12	12 12	13 0	18 0	18 0	20 8	15 0	15 8	13 8			
32	Muzaffarpur	12 0	12 0	12 3	20 0	20 0	18 0	14 0	14 0	13 4			–
33	Darbhanga	13 3	13 3	11 0	25 4	27 7	18 0	[illegible] 6	14 8	12 0			–
	Bhagalpur Division												
34	Monghyr	11 8	12 8	13 2	18 14	16 12		14 11	14 12	[illegible] 10			
35	Bhagalpur	10 0	12 10	13 4	22 12	22 12	20 4	15 4	15 2	14 8			—
36	Purnea	10 15	16 0	18 0				14 0	15 0	16 0			–
37	Malda			12 0				13 0	13 0	17 0			
38	Sonthal Parganas.	10 0	10 0	10 0	14 0	14 0	17 0	14 8	15 0	12 0	...		
	ORISSA												
	Orissa Division												
39	Cuttack	11 2	11 2	10 8				14 7	14 7	14 7			—
40	Balasore	10 0	10 0	13 0	11 0	11 0	11 0	14 4	14 4	14 0		...	–
41	Puri	10 8	10 8	9 3			...	15 4	Old 12 2 New 14 7	15 12	—		—
	CHOTA NAGPUR												
	Chota Nagpur Division												
42	Hazaribagh	9 0	10 0	12 0	16 0	18 0	16 0	13 0	13 0	12 0			–
43	Ranchi	8 0 to 10 8	7 8 to 11 0	7 4 to 11 0	12 0	12 0	13 0	15 4	15 4	11 0		—	
44	Palamau	9 0	9 0	12 6	16 14	11 4	16 14	13 8	13 8	12 6		–	–
45	Manbhum	10 0	13 0	11 0	16 0	11 0	16 0	13 0	13 8	13 0	18 0	18 0	16 0
46	Singhbhum	10 0	10 0	12 0				16 0	16 0	14 0			

* Present return not received

V In the subdivisions the retail prices of salt per rupee are —Chandpur 9 seers, Brahmanbaria 10 seers

W At Feni Hat the retail price of salt is 9 seers per rupee

Y In the subdivisions the retail prices of salt per rupee are —Barh 10½ seers, Dinapore return not received, Bihar 9½ seers

Z. In the subdivisions the retail prices of salt per rupee are —Jahanabad 10 seers, Nawada 10 seers, Aurangabad 10½ seers

b. In the subdivisions the retail prices of salt per rupee are —Siwan 11 seers 13 chitaks, Gopalganj (Mirganj) 12 seers 1 chitak.

c At Bettiah the retail price of salt is 10 seers per rupee

d. In the subdivisions the retail prices of salt per rupee are —Hajipur 10 seers, Sitamarhi 11 seers.

e. In the subdivisions the retail prices of salt per rupee are —Samastipur 11 seers, Madhubani return not received.

f. In the subdivisions the retail prices of salt per rupee are —Begusarai 10½ seers, Jamui 10½ seers.

CALCUTTA,
The 5th February 1901.

Station Bazars of the Districts of Bengal on the 31st January 1901—(concluded.)

Indian corn or Maize (*Zea mays*) Present return	Indian corn Next preceding return	Indian corn Corresponding return of last year	Arhar or Thur, Cadjan Pea (*Cajanus indicus*) Present return	Arhar Next preceding return	Arhar Corresponding return of last year	Salt Present return	Salt Next preceding return	Salt Corresponding return of last year	Wholesale prices per maund of 40 seers, Salt Present return	Wholesale Salt Next preceding return	Wholesale Salt Corresponding return of last year	Districts	Number	Division
S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	Rs. A. P.	Rs. A. P.	Rs. A. P.	BENGAL—*concluded.*		
						V 10 0	10 0	10 0	Panga 3 12 0	3 12 0	3 12 0	Tippera.	24	Chittagong Division
						W 9 0	9 0	10 0	Panga 4 8 0	4 8 0	4 0 0	Noakhali	25	
				7 8	8 0		10 10	10 4		3 12 0	3 10 0	Chittagong	26	
												BIHAR.		
24 0	23 0	16 0	12 0	13 0	14 0	Y 10 0	10 8	11 0	Panga 3 11 0	[illegible] 11 0	3 7 0	Patna	27	Patna Division
19 8	10 8		10 0	10 8	11 0	z 10 10	10 6	10 8	3 12 0	[illegible] 12 0	3 13 0	Gaya	28	
}	20 0			15 0	12 0	a	10 8	10 8		[illegible] 12 0	3 13 0	Shahabad	29	
21 0	22 0	13 0	9 0	10 0	13 0	b 10 10	10 6	11 0	3 13 0	2 13 0	3 10 0	Saran	30	
26 0	26 0	15 12	9 8	10 12	12 0	c 10 0	10 0	10 8	4 0 0	4 0 0	3 13 0	Champaran	31	
28 0	21 0	14 12	9 8	9 0	11 4	d 10 0	10 6	11 8	Panga 3 9 0	3 9 0	3 7 0	Muzaffarpur	32	
24 4	25 1	14 0	9 0	10 0	10 0	e 11 4	11 0	10 8	3 6 0	3 8 0	3 8 0	Darbhanga	33	
19 15	22 5		14 11	13 10	14 8	f 10 8	10 8	10 8	3 8 0	3 8 6	3 9 0	Monghyr	34	Bhagalpur Division
19 0	19 0	17 12	8 14	9 14	11 6	g 10 8	10 9	10 0	3 13 0	[illegible] 12 0	3 12 0	Bhagalpur.	35	
			8 0	8 0	10 0	h 10 5	10 4	10 [illegible]	Panga 3 12 0	[illegible] 0	3 12 0	Purnea	36	
			7 5	7 0	9 0	i 10 0 / 11 0	10 0 / 10 0	10 0 / 10 0	Kurkatch 3 14 0 / Panga 3 14 0	[illegible] 14 0 / 3 11 0	4 0 0 / 3 14 0	Malda.	37	
20 0	22 0	17 0	15 0	16 0	16 0	j 10 8	10 0	10 0	Crushed 3 12 0	[illegible] 0	3 12 0	Sonthal Parganas.	38	
												ORISSA		
			12 7	12 7	18 6	k 10 0	12 0	10 14	Kurkatch 4 0 0	[illegible] 0 0	[illegible] 0 0	Cuttack	39	Orissa Division
			8 0	8 0	8 5	l 10 8	11 0	11 0	Panga 3 12 0	[illegible] 10 0	3 9 0	Balasore	40	
			7 14	8 8	9 3	m 11 4	13 8	13 0	2 15 0	[illegible] 1 0	[illegible] 0 0	Puri	41	
												CHOTA NAGPUR		
18 0	20 0	14 0	9 0	9 0	9 0	9 0	9 0	9 0	Panga 4 7 0	4 7 0	4 3 0	Hazaribagh	42	Chota Nagpur Division
22 0	21 0	16 0	7 0	6 8	8 0	9 8	9 8	9 8	Panga 4 2 0	[illegible]	4 2 0	Ranchi.	43	
19 2	18 9	13 0	13 8	13 8	13 8	9 9	9 9	9 9				Palamau.	44	
18 0	20 0	16 0	11 0	9 8	11 8	n 10 0	10 0	10 0	Panga 3 12 0	[illegible] 12 0	3 10 0	Manbhum	45	
16 0	16 0	15 0	8 0	8 0	10 0	9 0	9 0	10 0	3 8 0	[illegible] 8 0	4 0 0	Singhbhum	46	

g In the subdivisions the retail prices of salt per rupee are :—Ban[illegible] 10 seers, Madhipura 9½ seers, Supaul 10 seers.
h In the subdivisions the retail prices of salt per rupee are :—[illegible] and Araria 9 seers.
i At Baha Nawabganj the retail price of salt (panga and kurkatch) is 10 seers per rupee.
j In the subdivisions the retail prices of salt per rupee are :—[illegible] 10½ seers, Godda 10 seers (crushed), Jamtara 11 seers (crushed), Pakaur 11 seers (kurkatch), Rajmahal 11 seers.
k In the subdivisions the retail prices of salt per rupee are :—J[illegible] 10 seers (panga), Kendrapara 10 seers (panga).
l. At Bhadrak the retail price of salt is 10½ seers per rupee.
m At Khurda the retail price of salt is 11½ seers per rupee.
n. At Gobindpur the retail price of salt is 10 seers 10 chitaks per rupee.

Published for general information.

F. A. SLACKE,
Secretary to the Govt. of Bengal.

PRICES-CURRENT (wholesale) of Food-grains, Firewood, &c.,

Number	Marts	Rice (best sort). Present return	Rice (best sort). Next preceding return	Rice (best sort). Corresponding return of last year	Common rice (mota chaul). Present return	Common rice (mota chaul). Next preceding return	Common rice (mota chaul). Corresponding return of last year	Wheat (Triticum sativum). Present return	Wheat (Triticum sativum). Next preceding return	Wheat (Triticum sativum). Corresponding return of last year	Barley (Hordeum vulgare). Present return	Barley (Hordeum vulgare). Next preceding return	Barley (Hordeum vulgare). Corresponding return of last year
1	2	3	4	5	6	7	8	9	10	11	12	13	14
		Rs A P	Rs. A P	Rs A P	Rs A P	Rs. A P	Rs A P	Rs. A P	Rs. A P	Rs A P	Rs. A. P	Rs A P	Rs A P.
1	Calcutta	4 12 0	4 12 0	4 12 0	3 12 0	3 12 0	3 4 0	4 0 0	3 8 0	3 12 0	2 4 0	1 12 0	2 4 0
2	Burdwan	3 12 0	3 8 0	3 0 9	3 3 0	3 2 0	2 12 0			3 0 0	...	...	...
3	Midnapore	Old 4 8 0, New 4 0 0	Old 4 0 0, New 3 12 0	1 12 0	3 0 0	Old 3 4 0, New 2 12 0	2 15 0	*	...		*	... *	...
4	Pabna	6 8 0	6 8 0	6 0 0	3 5 3	3 5 [illegible]	2 6 6	2 13 6	2 10 6	2 6 6			...
5	Rangpur	5 12 0	5 8 0	4 3 0	4 0 0	3 12 0	2 4 0	3 8 0	3 8 0	3 8 [illegible]	*		...
6	Dacca	4 0 0	4 0 0	3 8 0	3 9 0	3 5 0	2 4 0	3 14 0	3 14 0	3 8 0	2 8 0		1 4 0
7	Chittagong			3 12 0		3 2 0	2 10 0					...	
8	Patna ...	3 4 0	3 4 0	3 4 0	2 8 0	2 6 6	2 10 0	2 12 0	2 10 0	2 12 0	1 7 0	1 10 0	2 1 0
9	Musaffarpur ...	4 7 0	4 7 0	5 5 0	2 12 0	2 12 0	2 14 6	3 3 0	3 1 3	3 1 3	1 14 6	1 14 6	2 1 9
10	Bhagalpur ...	3 15 0	4 0 0	[illegible] 3 0	2 10 0	2 10 0	2 12 0	3 15 0	3 2 6	3 0 0	1 12 0	1 12 0	1 15 6
11	Cuttack ...	3 12 0	3 12 9	3 6 0	2 12 0	2 3 0	2 8 0	3 6 0	3 6 0	3 12 6			
12	Ranchi ...	3 3 0	3 3 0	5 0 0	2 10 0	2 10 0	3 10 0	3 13 0 to 5 [illegible] 0	3 10 0 to 5 6 6	3 10 0 to 5 8 3	3 5 3	3 5 3	3 1 0

* Present return not received.

CALCUTTA,
The 5th February 1901

Juar or Cholum (*Sorghum vulgare*).			Bajra or Cumbu (*Pennisetum typhoideum*)			Marua or Ragi (*Eleusine coracana*)			Gram, Chana, Choia, Kadalay, or Sunaga (*Cicer arietinum*)		
Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year	Present return	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year
15	16	17	18	19	20	21	22	23	24	25	26
Rs. A. P	Rs A P	Rs A P	Rs A. P	Rs. A P	Rs. A P	Rs. A. P	Rs A. P.	Rs A. P	Rs. A. P	Rs. A P	Rs A. P
2 4 0	2 0 0	2 14 0	2 2 0	2 4 0	4 4 0				3 4 0	3 4 0	2 8 0
...	...	...	...		...	...	...	...	3 4 0	2 14 0	2 6 0
...	...	...				...		...			...
...		...	...	...	...	...	...		3 2 3	3 2 3	2 10 6
...	...	...	...	...	...	...		...	3 4 0	3 4 0	3 8 0
...	...	...	...			...	...		3 4 0	3 4 0	2 8 0
...	...		...	...	...	...				3 12 0	4 0 0
1 5 0	1 5 0	2 10 0		...	...				2 1 0	1 15 0	2 3 6
...		...	...	...	...	1 10 6	1 10 6	1 14 6	2 10 6	2 10 6	2 8 0
...	...	...	...		...	...			2 10 0	2 14 0	2 7 0
...	...		...	...	...	...		...	2 15 0	Biri or kalai 3 2 0	2 3 0
...	...	...		...	...	...			3 5 3	3 6 0	3 0 6 to 3 3 3

Indian corn or maize (*Zea mays*)			Arhar dal or Thur — Cadjan pea (*Cajanus indicus*)			Linseed			Mustard and Rapeseed		
Present return	Next preceding return	Corresponding return of last year	Present return	Next preceding return	Corresponding return of last year	Present return	Next preceding return	Corresponding return of last year	Present return	Next preceding return	Corresponding return of last year
27	28	29	30	31	32	33	34	35	36	37	38
Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P
2 4 0	1 12 0	2 10 0	4 12 0	4 8 0	3 12 0	6 12 0	6 8 0	5 4 0	5 12 0	6 0 0	4 4 0
	..	..	4 6 0	4 7 0	3 13 0				6 1 0	6 5 0	5 0 0
..	..		..			6 8 0	4 14 0	4 14 0	Black mustard {5 8 0 to 6 8 0} Rapeseed 4 10 0	Black mustard 5 12 0 Rapeseed No import	2 12 0 to 4 0 0 3 8 0
	..		5 0 0	5 5 0	4 1 0	6 0 0	6 0 0	1 4 0	4 10 0	4 10 0	4 6 0
2 12 0	2 12 0	2 4 0	5 0 0	5 0 0	4 8 0			..	6 8 0	7 0 0	4 0 0
	..		4 8 0	4 12 0	3 12 0			..			
..				5 4 0	4 12 0	..				6 8 0	5 0 0
1 10 0	1 11 0	2 7 0	3 4 0	3 0 0	2 12 0	3 15 0	5 0 0	4 6 0	4 6 0	6 10 0	4 6 0
1 10 6	1 10 0	2 10 0	4 0 0	4 3 6	3 6 6			..			
2 1 0	2 1 0	2 11 0	4 7 0	4 8 0	3 9 0		..	..	4 8 0	6 4 0	4 8 0
..		..	3 8 0	3 8 0	2 0 6	..	..	..	4 6 0	6 0 0	3 11 3
..		..	5 11 6	5 6 6	5 0 0	5 0 0	5 0 0	5 0 0	5 0 0 to 6 10 6	[illegible] 0 0 to 8 0 0	5 14 9

3006

40 STANDARD SEERS.

Til or jinjili seed			Sugar (raw)			Cotton, cleaned			Jute		
Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year	Present return	Next preceding return	Corresponding return of last year	Present return.	Next preceding return	Corresponding return of last year
39	40	41	42	43	44	45	46	47	48	49	50
Rs A P	Rs. A P	Rs A P	Rs A. P	Rs A P	Rs. A P	Rs. A. P	Rs. A P	Rs A P	Rs. A P	Rs. A P	Rs. A P
5 8 0	5 0 0	4 8 0	4 4 0	4 4 0	5 10 0	18 0 0	18 0 0	16 0 0	4 12 0	4 12 0	5 0 0
	..	.	4 2 0	3 12 0	6 0 0			19 0 0	...		...
...				4 12 0 to 5 0 0	4 12 0 to 5 0 0	21 0 0	20 0 0 to 22 0 0	18 0 0 to 20 0 0	..		
			4 14 0	5 0 0	4 5 0	21 0 0	21 0 0	18 0 0		3 12 0	4 6 0
...		...	6 12 0	7 0 0	5 0 0		...	..	4 4 0	4 4 0	4 0 0
.	...	...	3 12 0	5 12 0	6 0 0				5 0 0	5 0 0	5 0 0
..				5 4 0	5 0 0		15 8 0	16 0 0		...	..
4 10 0	4 10 0	4 6 0	3 8 0	3 8 0	3 8 0	17 0 0	17 0 0	15 0 0	3 0 0	3 0 0	4 14 0
...	..		3 10 0	3 10 0	2 8 0	..		...	...	...	...
		..	5 8 0	6 0 0	3 10 0	18 0 0	19 2 0	20 0 0		..	...
4 6 0	3 8 0	3 11 3	4 8 0	4 4 0	4 5 0	22 0 0	22 0 0	24 0 0	...	...	...
...	...	..	4 7 0 to 5 0 0	4 7 0 to 5 0 0	4 0 0 to 4 9 0	22 12 0	22 12 0	22 12 0	...	...	...

Ghi (clarified butter).			Tobacco leaf			Hides (cow).			Grass.		
Present return.	Next preceding return	Corresponding return of last year	Present return.	Next preceding return	Corresponding return of last year	Present return.	Next preceding return	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year
51	52	53	54	55	56	57	58	59	60	61	62
Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
40 0 0	39 0 0	33 0 0	9 0 0	9 0 0	6 0 0	Per 100 pieces. 250 0 0	250 0 0	250 0 0	1 2 0	1 0 0	0 13 6
41 0 0	41 0 0	33 0 0		..						...	...
38 0 0 to 42 0 0	38 0 0 to 42 0 0	36 0 0	Madhukhali 7 8 0 Pulta 11 0 0	7 8 0 10 12 0	6 0 0 9 12 0	Uncleaned hides per piece 1 4 0 to 2 8 0 Cleaned hides per piece 1 0 0 to 2 4 0	1 4 0 to 2 8 0 1 0 0 to 2 4 0	0 12 0 to 2 4 0 1 0 0 to 2 8 0	.	..	...
53 0 0	53 0 0	54 0 0	11 0 0	11 0 0	9 0 0		..		...	..	...
45 0 0	45 0 0	35 0 0	7 8 0	7 8 0	8 8 0	...	..	..	0 2 6	0 2 6	0 2 6
42 0 0	42 0 0	35 0 0	10 0 0	10 0 0	7 0 0	30 0 0 per maund	25 0 0	25 0 0	0 5 0	0 4 0	0 4 0
	45 0 0	45 0 0	..	12 12 0	12 0 0	per maund	18 0 0	18 8 0			
33 0 0	33 0 0	29 0 0	3 0 0	3 0 0	3 0 0			..	0 5 0	0 5 0	0 5 0
35 9 0	35 9 0	29 1 6	8 0 0	8 0 0	11 7 0	..	...	..		..	...
41 10 0	37 4 0	34 2 0	5 0 0	5 0 0	4 0 0						...
38 4 0	38 4 0	30 0 0	4 8 0	4 4 0	4 4 0	25 0 0 per maund	25 0 0	25 0 0	0 9 0	0 9 0	0 8 11
40 0 0 to 45 11 3	40 0 0 to 45 11 8	29 8 0 to 34 0 0	8 0 0 to 13 0 0	8 0 0 to 13 0 0	8 0 0 to 13 0 0	1 0 0 per piece	1 0 0	1 0 0	0 3 0	0 2 8	0 3 0

in the undermentioned Marts of Bengal on the 31st January 1901.

PRICES PER MAUND OF 40 STANDARD SEERS															
STRAW.			JUAR STALKS.			IRON.			FIREWOOD.			SALT.			MARTS
Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year.	Present return	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year	
63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78
Rs. A. P	Rs A P	Rs. A. P	Rs. A P	Rs. A P	Rs. A P	Rs. A P	Rs. A P	Rs. A P	Rs A. P	Rs. A P	Rs. A P	Rs A P	Rs A P	Rs A P	
1 0 0	0 10 0	0 8 0			..	5 4 0	5 4 0	5 4 0	0 9 0	0 9 0	0 8 0	3 6 0	Panga. 3 0 0	3 5 0	1. Calcutta.
0 5 6	0 6 3	0 5 0	..		..				0 5 3	0 5 3	0 12 0	3 5 0	Crushed 3 5 0	3 6 0	2. Burdwan
0 3 6	0 2 10	0 2 5	...			5 0 0 to 5 4 0	4 12 0	3 8 0 to 4 12 0	0 1 0	0 4 0	0 4 0	3 9 0	Panga 3 9 0	3 8 0	3. Midnapore
1 0 0	1 0 0	1 0 0	..		...	7 12 0	7 12 0	7 0 0	0 5 0	0 5 0	0 4 0	3 13 0	Panga. 3 13 0	3 14 0	4 Pabna.
0 7 0	0 7 0	0 7 0	..			7 8 0	7 8 0	7 0 0	0 5 0	0 5 0	0 8 0	4 4 0	Panga. 1 0 0	4 0 0	5 Rangpur.
...			..			6 8 0	6 0 0	5 8 0	0 5 8	0 5 6	0 5 0	3 10 0	Panga 3 11 0	3 8 0	6 Dacca.
...	...	..	...				7 4 0	5 8 0					3 12 0	3 10 0	7 Chittagong.
0 5 0	0 5 0	0 5 0	..		..	4 0 0	4 0 0	4 0 0	0 5 0	0 5 0	0 5 0	3 11 0	Panga. 3 11 0	3 7 0	8 Patna.
...			...	...	..	5 11 6	6 10 6	5 11 6	0 4 0	0 4 0	0 4 0	3 13 0	Panga 3 13 0	3 7 0	9 Muzaffarpur
...	...		..			6 6 0	6 0 0	7 11 0	0 5 9	0 5 9	0 7 6	3 13 0	3 12 0	3 12 0	10 Bhagalpur
0 8 0	0 8 0	0 7 0	...		..	4 4 0	4 2 0	4 8 0	0 4 0	0 4 0	0 4 0	3 0 0	Karkatch. 3 0 0	3 0 0	11 Cuttack
No fixed rate			...	...	...	8 0 0	8 0 0	5 0 0	0 4 0	0 4 0	0 4 0	4 2 0	Panga 4 2 0	4 2 0	12. Ranchi

F A SLACKE,
Secretary to the Govt. of Bengal.

Results of the Meteorological Observations taken at the Alipore Observatory from 27th January to 2nd February 1901

Month	Date	Max mum in sun	Number of hours of bright sunshine.	Mean pressure barometer at 32° Fahr	Temperature Mean.	Temperature Max mum	Temperature Range.	Temperature Minimum	Hygrometry Mean wet bulb	Hygrometry Vapour tension.	Hygrometry Dew point.	Hygrometry Humidity	Wind Prevailing direction.	Wind Miles recorded.	Rain.	Weather.
		°		Inches	°	°	°			Inch	°	%			Inches	
Jan	27th	132 8	8 7	30·083	65 6	80 3	25·6	54 7	60·3	0 456	56·4	75	WNW, N by W and NNE	42	Nil	Chiefly clear
„	28th	131 3	9 0	083	66 7	80 1	23 0	57 1	61 5	480	57 8	75	ENE and WNW	45	„	Clear, ⌓
„	29th	131 0	8 9	025	66 8	79 2	21 0	58 2	61 5	479	57 8	75	WNW and NNW	72	„	Clear, ⌓
	30th	132 8	9 1	29 961	65 9	78 0	22 4	55 6	58 7	400	52 8	63	NNW, WNW and W by S	71	„	Clear, ⌓
„	31st	132·2	8 6	987	65 8	79 4	25 5	53 9	58 8	405	53 0	64	W by S, WNW and W by N	[illegible]2	„	Clear, ⌓ hazy
Feb	1st	135 1	8 5	30 015	67 3	80 6	25 5	55 1	60 3	432	54 8	64	W by N and NNW	76	„	Chiefly clear ⌓
„	2nd	135 8	9 1	001	68 3	82 2	27 1	55 1	61 0	411	55 4	64	NNW and WNW	100	„	Clear

	Inches
The mean pressure of the seven days	30 022
The average pressure of the corresponding period for 24 years, Surveyor-General's Office	29 990
	Hours.
The total number of hours of bright sunshine	61 9
The maximum possible number of hours of sunshine	77 5
	°
The mean temperature of the seven days	66 6
The average temperature of the corresponding period for 24 years, Surveyor-General's Office	69 0
The extreme variation of temperature	28 3
The maximum temperature	82·2
	Miles
The highest velocity of the wind in one hour	11
	%
The mean relative humidity	69
The average relative humidity of the corresponding period for 24 years, Surveyor-General's Office	71
	Inches.
The total fall of rain from 27th January to 2nd February 1901	Nil
The average fall of the corresponding period for 24 years, Surveyor-General's Office	0 24
The total fall from 1st January to 2nd February 1901	1 31
The average fall of the corresponding period for 24 years, Surveyor-General's Office	0 46

The mean pressure, temperature, &c, are deduced from the traces of the Barograph and Thermograph, and from eye observations

The maximum and minimum temperatures are obtained from self-registering thermometers. All the thermometers are verified and the readings have been corrected to a standard constructed and verified at the Kew Observatory They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground

The barometer readings are corrected approximately to those of the standard, Newman's No. 86, formerly at the Surveyor-General's Office

The hygrometric elements are obtained from Tables III, IV, and V of the official tables computed in the Meteorological Office, and based on Regnault's modifications of August's formula

The directions and the movement of the wind are taken from the trace of a Beckley's anemograph.

The mouth of the rain-gauge is one foot above the ground

⌓, dew.

METEOROLOGICAL OFFICE, GOVT. OF INDIA,
Alipore (Calcutta), the 4th February 1901.

G. W KÜCHLER,
For Meteorological Reporter to the Govt. of India, and Director-General of Indian Observatories.

IRRIGATION DEPARTMENT, BENGAL.

Statement showing heights over mean sea-level and low water in the rivers Ganges, Bhagirathi, Jalangi, and Brahmaputra for the month of December 1900, and the highest reading of each gauge over M S L since 1876

Date	Distance in miles.	River Ganges. Mirzapur. From Allahabad 96		Benares. From Allahabad 134; From Mirzapur 45		Buxar. From Benares 90		Dinapore. From Benares 177; From Buxar 87		Monghyr. From Benares 247; From Dinapore 110		Sahibganj. From Benares 391; From Monghyr 94		Rampur Boalia. From Benares 471; From Sahibganj 80		Goalundo. From Benares 591; From Rampur Boalia 120		River Bhagirathi. Berhampore.		River Jalangi. Sarupganj.		River Brahmaputra. Gauhati.	
	Highest Gauge Reading	26th August 1889 253 47		26th August 1889 241 46		31st August 1878 [illegible] 63		14th August 1879 [illegible]		24th August 1894 [illegible] 43		23rd August 1879 [illegible]		2[illegible]th August 1879 [illegible]		20th August 1893 31 53		14th August 1890 64 70		25th September 1900 36 20		27th July 1900 179 41	
		Height over zero of gauge	Height over mean sea-level	Height over zero of gauge	Height over mean sea-level	Height over zero of gauge	Height over mean sea-level	Height over zero of gauge	Height over mean sea-level	Height over zero of gauge	Height over mean sea-level	Height over zero of gauge	Height over mean sea-level	Height over zero of gauge	Height over mean sea-level	Height over zero of gauge	Height over mean sea-level	Height over zero of gauge	Height over mean sea-level	Height over zero of gauge	Height over mean sea-level	Height over zero of gauge	Height over mean sea-level
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
1st	...	6·17	212 39	3·67	200 47	4 25	173 30	8 00	142·23	6 34	108 18	9 00	77 00	4·25	46·25	3 58	12 53	4 42	38·10	5·80	10 10	1 85	149·81
2nd		6·08	212 30	3 67	200 47	4·17	173 22	7 90	142 13	6 25	108 13	9 00	77 00	4 14	46 14	3 50	12 44	4·29	38·03	5 60	9·90	1 05	149·81
3rd		6 04	212·22	3 58	200 35	4 08	173 13	7 70	141 93	[illegible]	108 10	8 83	76 [illegible]	4 [illegible]	46 [illegible]	3 42	12 3[illegible]	4 17	37 91	5·70	10 00	1 50	150·26
4th		5 [illegible]3	212 15	3 [illegible]	[illegible] 31	4 [illegible]	173 0[illegible]	7 61	141 83	[illegible]	108 [illegible]	8 [illegible]	76 [illegible]7	3 [illegible]	45 95	3 42	12 36	4·08	37 82	5·90	10 2[illegible]	1 75	150·31
5th		[illegible] 67	211 [illegible]	[illegible]	[illegible]	[illegible]	1[illegible] 97	7 4[illegible]	141 63	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	3 [illegible]	12 31	4 03	37 82	5 60	9·90	1·70	150 46
6th		[illegible]	2[illegible]1 72	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	3 [illegible]	12 27	4 [illegible]	3[illegible] [illegible]4	5 [illegible]	1[illegible] [illegible]	1 65	150 41
7th		5 33	211 [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	7 2[illegible]	[illegible]	6 17	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	3 4[illegible]	12 [illegible]	4 [illegible]	37 74	6 41	1[illegible] [illegible]0	1 65	150 41
8th		5 33	211 5[illegible]	3 29	[illegible] 03	3 [illegible]	[illegible]	[illegible]	141	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	45 [illegible]	3 [illegible]	12 41	3 96	37 [illegible]0	6 [illegible]	10 5[illegible]	1 65	150 41
9th		5 17	211 39	3 21	[illegible]	3 [illegible]3	172 [illegible]8	[illegible]	141 [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	3 [illegible]	4[illegible] [illegible]0	3 4[illegible]	12 [illegible]	3 92	37 6[illegible]	6 20	10 [illegible]0	1 60	150 36
10th		5 00	211 23	3 12	1[illegible] [illegible]2	3 [illegible]	172 1[illegible]	[illegible]	141 03	6 00	[illegible]	8 [illegible]	7[illegible] [illegible]8	3 50	45 [illegible]0	3 25	12 11	3 [illegible]3	37 63	6 10	10 40	1 60	150 36
11th		5 00	211 22	3 04	1[illegible] 84	2 92	1[illegible] 1[illegible]	[illegible]	140 [illegible]3	6 18	1[illegible] [illegible]3	[illegible]	76 00	3 39	45 3[illegible]	3 17	12 11	3 [illegible]7	37 61	5 91	10 20	1 55	150 31
12th		4 83	211 05	2 95	1[illegible] [illegible]	2 93	1[illegible] 8[illegible]	6 [illegible]	140 73	6·08	1[illegible] [illegible]3	7 [illegible]3	[illegible] 83	3 29	45 2[illegible]	3 08	12 [illegible]2	3 75	37 40	5 60	9 90	1 55	150 31
13th		4 75	210 97	2·75	199 [illegible]5	2 [illegible]5	1[illegible] 80	[illegible]	140 7[illegible]	6 0[illegible]	107 93	7 7[illegible]	75 7	3 2[illegible]	45 2[illegible]	2 [illegible]3	11 77	3·77	37 41	5 20	9 50	1 50	150 26
14th		4 50	210 72	2 58	199 38	2 67	171 72	[illegible] 40	140 63	6 08	107 93	7 [illegible]	7[illegible] 15	3 14	45 14	2 [illegible]5	11 52	3 [illegible]5	37 3[illegible]	5 00	9 30	1 45	150 21
15th		4 33	210 55	2 42	199·23	2 67	171 72	6 30	140 53	6 0[illegible]	10[illegible] 93	7 67	75 07	3 04	45 04	2 [illegible]8	11 52	3·50	37 24	4 90	9·10	0·90	149·66
16th	...	4 25	210 47	2 25	199 0[illegible]	2 53	171 [illegible]	6 20	140 43	6·00	107 85	7 58	7[illegible] [illegible]8	2 [illegible]	44 96	2 42	11 34	3 42	37·16	4·90	9·20	0·00	148·76
																						Below zero.	
17th	...	4 17	210·39	2 00	198 80	2 58	171 [illegible]3	6 90	14[illegible] 23	6 0[illegible]	107 8[illegible]	7 [illegible]	7[illegible] [illegible]	2 89	44·89	2·25	11 19	3 33	37·07	4 35	9 25	0 05	148·71
18th	...	4 08	210 30	1 75	19[illegible]·55	2 [illegible]	1[illegible]1 [illegible]5	6 01	14[illegible] [illegible]3	6 00	10[illegible] [illegible]5	7 43	[illegible] 42	2 [illegible]9	44 [illegible]	2 [illegible]8	11 02	3 25	36 90	4 90	9 20	0 50	149·28
19th	...	4 00	210 22	1 6[illegible]	19[illegible] 30	2 50	1[illegible]1 5[illegible]	5 [illegible]0	141 13	6 [illegible]0	107 [illegible]5	[illegible] [illegible]3	75 33	2 75	44 75	2 [illegible]0	10 [illegible]4	3 17	36 91	4·90	9·20	0 50	148·28
20th		4 00	210 22	1·25	1[illegible] [illegible]3	2 42	171 47	5 89	14[illegible] [illegible]	6 [illegible]	107 93	[illegible]	75·25	2 [illegible]	44 64	2 00	10 94	3 08	36 82	4 85	9 15	0 45	148·21
21st		3 83	210·05	1 00	197 80	2 33	171 3[illegible]	5 70	1[illegible] [illegible]	5 83	107 [illegible]	7 17	7[illegible] 17	2 54	44 [illegible]	2 08	11 13	3 00	36 74	5 00	9·30	0 30	148·46
22nd		3 67	209 [illegible]9	1·0[illegible]	1[illegible] [illegible]	2 33	171 [illegible]	5 60	13[illegible] [illegible]3	5 [illegible]3	1[illegible]7 [illegible]9	7 10	7[illegible] 00	[illegible]	44 5[illegible]	[illegible] 08	11 12	3 00	36 74	5 10	9 40	0·25	148·51
23rd	...	3 58	209 90	1·[illegible]	197 80	2 25	171 30	5 6[illegible]	[illegible]	5 [illegible]	107 [illegible]	6 [illegible]3	74 [illegible]3	2 39	44 37	2·00	10 94	3 00	36 74	5 05	9·35	0·30	148 46
24th		3 50	209 72	1 [illegible]	[illegible]7 [illegible]0	2·25	171 30	5 50	1[illegible] [illegible]3	5 [illegible]	107 47	6 [illegible]	74 07	2 2[illegible]	44 29	2 01	10·94	2 96	36 74	5·00	9·[illegible]0	0 35	148 41
25th	...	4 00	210·22	1 00	1[illegible]7 [illegible]0	2 [illegible]	171 30	5 [illegible]	1[illegible] 73	5 53	10[illegible] [illegible]	6 [illegible]	74 [illegible]0	2·25	44 25	2 08	11 02	2·96	36 70	4·75	9 05	0 35	148 41
26th	...	4 33	210 55	1 0[illegible]	1[illegible]7 80	2 25	171 30	5 40	13[illegible] 63	5 [illegible]	107 35	6 33	74 33	2 14	44 14	2 17	11 11	2 96	36 70	4 70	9 00	0·40	148 36
27th	...	4 50	210 72	1 0[illegible]	1[illegible]7 80	2·33	171 38	5 40	13[illegible] [illegible]3	[illegible] 50	107 35	6 2[illegible]	74 25	2 10	44 10	2 17	11 11	2 96	36·70	4 80	9 10	0 40	148 35
28th	...	4 67	210 59	1 00	1[illegible]7 [illegible]0	2 [illegible]	171 47	[illegible] 40	13[illegible] 63	5 50	107 [illegible]	6 0[illegible]	74 08	2 04	44 04	2 08	11 02	2·96	36 70	4 70	9 00	0·45	148 31
29th	...	4·75	210 97	1 50	1[illegible] [illegible]30	2 42	171 47	5 40	13[illegible] 63	[illegible] [illegible]3	10[illegible] [illegible]8	5 [illegible]2	73 [illegible]	2 01	44 [illegible]	1 92	10 9[illegible]	2 46	36·70	4 50	8 90	0 80	147·96
30th	...	4·83	211·05	2·00	1[illegible]8 80	2 42	171 4[illegible]	[illegible] 4[illegible]	1[illegible]9 63	[illegible] 05	107 [illegible]3	[illegible] 75	[illegible]3 5	1 8[illegible]	43 8[illegible]	1 67	10 61	2 36	36 70	4 30	8 60	0·91	147·96
31st	...	5 00	211·22	2 50	199 30	2 42	171 47	[illegible]40	139 63	[illegible]93	107 [illegible]7	5 55	[illegible]3 [illegible]	1 85	43 8[illegible]	1 42	10 36	2 [illegible]6	36 70	4 10	8 40	0·90	147 86

CALCUTTA,
The 5th February 1901.

A H C MACCARTHY,
Under-Secy. to the Govt of Bengal

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT

Approximate Return of Traffic on the Circular and Eastern Canals for the week ending Saturday, the 2nd February 1901, as compared with the corresponding week of the previous year

Nature of Cargo	Week ending Saturday, the 2nd February 1901			Week ending Saturday the 3rd February 1900		
	Number of boats	Weight of cargo	Tollage.	Number of boats.	Weight of cargo	Tollage
	No	Mds	Rs	No	Mds.	Rs.
Rice and paddy	1,210	3,44,650	5,801	2,015	3,89,625	6,707
Jute	135	68,475*	975	61	23,450	361
Firewood	83	75,387	1,134	69	52,650	791
Other articles	738	1,77,375	2,484	889	2,21,250	2,723
Total	2,166	6,65,887	10,394	3,034	6,86,975	10,582

* Weight by canal measurement—63,069½ maunds.

EASTERN BENGAL STATE RAILWAY.

Abstract of Principal Commodities carried over the Eastern Bengal State Railway during the month of October 1900 as compared with the same month of previous year.

Staples.	1900 Up	1900 Down	1899 Up	1899 Down	Total 1900	Total 1899	Increase.	Decrease
	Tons	Tons	Tons	Tons.	Tons	Tons.	Tons.	Tons.
Apparel, including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes	107		...		107	...	107	...
Coal and Coke carried for the Public and Foreign Railways.	6 820	11,009	5,350	7,641	17,829	12,991	4,838	
Cotton, raw	93	45	34	247	138	281	...	143
Cotton manufactured—								
Twist and yarn, European	280		151		280	151	129	...
Ditto, Indian	225	206	140	115	431	264	167	
Piece-goods, European	2,436	3	1,807	37	2,439	1,844	595	...
Ditto, Indian	346	26	32	2	374	34	340	...
Others	16		...		16		16	...
Chemicals, excepting saltpetre								...
Drugs—								
Intoxicating, other than opium	1	3		2	3	2	1	...
Non-intoxicating—								
Medicinal preparations		1			1		1	
Others	35	95	51		130	51	79	
Dyes and Tans—								
Al (Morinda citrifolia)				...			...	
Alizarine and Aniline dyes	16	...	29	13	16	42		26
Cutch								
Indigo	...				...			...
Myrabolams								...
Tanning barks	8	228	34	130	236	164	72	
Turmeric	3	2	5		5	5	...	...
Others								
Fodder—								
Oilcake	48	666	...		714		714	
Hay straw and grass	1,599	1,005	...		2,594		2,594	
Fruits and vegetables fresh	2	628			630	...	630	
Grain and pulse—								
Gram and pulse	611	3 212	1,076	8,651	3,823	9,727	...	5,904
Jawar and bajra	804	2 463	837	2,545	3,267	3,382		115
Rice in the husk	3,090	5,875	1,927	6 991	8,965	8,918	47	
Do not in the husk	56	186	40	38	242	78	164	
Wheat	192		...		192		192	...
Do. flour	77		1	109	77	110		33
Others								
Hides and skins—								
Hides of cattle—								
Dressed or tanned	43	637	37	455	680	492	188	
Raw								
Skins of sheep and other animals—								
Dressed or tanned	3	79	1	37	82	38	44	...
Raw	3	2	7	3	5	10	...	5
Horns								
Hemp (Indian) and other fibres, excluding jute			...			...	...	...
Jute—								
Raw	396	1,05,817	160	72,182	1,06,213	72,342	33 871	
Gunny bags and cloth	689	1 151	650	500	1,840	1,150	690	
Lac	3	15	...	17	18	17	1	
Leather—								
Unwrought; Wrought excepting boots and shoes	2	...	48	2	2	50		48
Liquors—								
Ale and beer	25	...	25		25	25		
Spirits of all kinds, including country spirit	2	...	2		2	2	...	...
Wine	73		63		73	62	11	
All other sorts, including toddy and fermented liquor, other than ale and beer			...					...
Metals—								
Brass, unwrought		23	...		23		23	...
Do, wrought	102	23	44	54	125	98	27	...
Copper, unwrought		10		...	10	...	10	
Do., wrought	14	14	5	6	28	11	17	
Iron and steel, cast	45	1	43	15	46	58		12
Iron and steel, unwrought	838	5	...		843	...	843	
Iron and steel, wrought	490	51	580	24	541	604	...	63
Iron and steel, manufactures	183	35	238	23	218	261		43
Others	152	19	65	21	171	86	85	...
Oils—								
Kerosine	12,538	142	4,137	46	12,680	4,183	8 497	...
Castor	9	1	8		10	8	2	
Cocoanut	140	4	48	...	144	48	96	...
Mustard and rape	286	2	103	3	288	106	182	...
Others	33	3	40	2	36	42		16
Oilseeds—								
Castor							...	
Earthnuts	401	272	1	579	673	580	93	...
Linseed							...	
Poppy								
Rape and mustard	352	704	290	903	1,056	1,193		67
Til or jinjili	10	29	...	13	39	13	26	
Others	14	7	...		21	...	21	...
Opium	2		...	...	2		2	...
Paper and pasteboard	144	524	107	190	668	297	371	
Provisions—								
Dried fruits and nuts	40	10	19		50	19	31	
Ghee	101	9	54	8	110	62	48	
Others	632	321	603	240	953	843	110	

Staples	1900. Up	1900. Down.	1899. Up	1899. Down	Total. 1900	Total. 1899	Increase.	Decrease.
	Tons	Tons	Tons	Tons.	Tons	Tons	Tons	Tons
Railway Plant and Rolling stock carried for the Public and Foreign Railways—								
Locomotive engines and tenders and parts thereof		59	...		59		59	
Carriages and trucks and parts thereof	59				59		59	
Materials—								
Steel rails and fish-plates, sleepers and keys of steel and cast-iron	270 16		78 1 817		270 16	78 1,817	192	... 1,801
Others	816	107	514	15	923	529	394	
Salt	6,105	134	3,700	34	6 239	3 734	2,505	..
Saltpetre and other saline substances—								
Saltpetre	4		2		4	2	2	
Other saline substances	153	71	...	..	224		224	..
Silk raw—								
Foreign					...	..	..	
Indian	18	10		15	28	15	13	
Silk piece-goods—								
Foreign		..		...		...		...
Indian					..			..
Spices—								
Betelnuts	612	175	336	125	787	461	326	
Cardamoms	..	64		14	64	14	50	
Chillies	108	40	102	28	148	130	18	
Ginger	..	22		22	22	22		
Pepper	23	..	20		23	20	3	
Others	42	30	56	79	72	135		63
Stone and lime	573	830	663	602	1 403	1,265	138	
Sugar—								
Refined or crystallized including sugar-candy	875	1	238		876	238	638	
Unrefined—								
Sugar	933	97			1 030		1,030	......
Gur, rab jaggery molasses and other saccharine produce	366	39	1 515	265	405	1 780	..	1 375
Tea—								
Foreign		..						
Indian	7	5 077		3,238	5 084	3 236	1 840	
Tobacco—								
Unmanufactured	126	1 015	53	1 294	1 141	1 347		206
Manufactured—								
Cigars								
Other sorts	26		9	4	26	13	13	..
Wood—								
Timber unwrought	404	251			655		655	.. ..
Manufactures	260	9	65	84	269	149	120	
Wool—								
Raw	..	10			10		10	
Manufactured—								
Carpets and rugs, Piece-goods European, Ditto Indian, Other sorts of manufactures	32	7	7		39	7	32	
All other articles of merchandise	5 800	1 588	5,139	3 247	7 388	8 384	4	
Total	52 245	1 45 193	33 144	1 09 908	1 97 438	1 43 052	64 306	9 920

H STUART
Examiner of Accounts

CALCUTTA, *the 1st February 1901*

BENGAL AND NORTH-WESTERN RAILWAY.

Statement of goods traffic for the month of September 1900, compared with the corresponding period in 1899.

Description of goods	1899 Tons	1899 Rs.	1900 Tons	1900 Rs	Increase Tons	Increase Rs.	Decrease Tons	Decrease Rs	Explanation of fluctuations by the Traffic Manager
I.—Apparel, including drapery, haberdashery, millinery uniforms, accoutrements, boots and shoes.			50	573	50	573			
II.—Coal and Coke carried for the Public and Foreign Railways	305	281	651	935	346	654			
III.—Cotton—									
1. Raw	86	625	57	208			29	417	
2. Manufactured—									
(a) Twist and yarn, European	39	326	54	127	15			199	
(b) Twist and yarn, Indian	329	2,243	403	3,647	74	1 404			
(c) Piece-goods, European	957	8 043	1,437	10,703	480	2,660			
(d) Piece-goods, Indian	156	1 215	151	1,247		32	5		Better demand
(e) Others			1	7	1	7			
IV.—Chemicals, excepting saltpetre									
V.—Drugs—									
1. Intoxicating other than opium	32	416	12	142			20	274	
2. Non intoxicating—									
(a) Medicinal preparations									
(b) Others	47	430	141	937	94	507			
VI.—Dyes and Tans—									
1. Al (Morinda citrifolia)									
2. Alizarine and aniline dyes	4	53	4	39				25	
3. Cutch	6	26	1	6			5	20	
4. Indigo	11	136	1	3			10	123	
5. Myrabolams	1	2	1	4		2			
6. Tanning barks									
7. Turmeric	53	451	43	400			10	51	
8. Others	10	57	7	61		4	3		
VII.—Fodder—									
1. Oilcake			381	1,438	381	1,438			
2. Hay straw and grass			1	3	1	3			
VIII.—Fruits and vegetables, fresh			389	1,065	389	1,065			
IX.—Grain and Pulse—									
1. Gram and pulse	6 391	20,012	2 459	7,732			3,932	12 280	Less demand for famine-affected districts
2. Jawar and bajra	62	367	18	26			44	341	
3. Rice in the husk	2,596	6 564	1 134	5,129			1,462	1 435	
4. Rice not in the husk	7 886	35 445	4 870	16,506			[illegible]	18 939	
5. Wheat	7 897	23 303	1,951	7,019			5 946	16,190	
6. Wheat flour			69	371	69	371			
7. Makai	128	371	199	367	71			4	
8. Others	15 870	49 297	2,028	7,618			13,842	41,679	
X.—Hides and Skins—									
1. Hides of cattle—									
(a) Dressed or tanned									
(b) Raw	449	2 102	218	1 434			231	668	
2. Skins of sheep and other animals—									
(a) Dressed or tanned	4	32	4	28				4	
(b) Raw	260	1 205	311	1,145	51			63	
XI.—Horns	12	32	2	20			10	12	
XII.—Hemp (Indian) and other fibres excluding jute			1	4	1	4			
XIII.—Jute—									
1. Raw	4	14	10	45	6	31			
2. Gunny bags and cloth	1,116	5 389	687	3 118			429	2,271	Reduction in grain traffic
XIV.—Lac	88	363	120	355	32			8	
XV.—Leather—									
1. Unwrought									
2. Wrought, excepting boots and shoes.	32	296	3	16			29	280	
XVI.—Liquors—									
1. Ale and Beer	6	9	5	30		21	1		
2. Spirits of all kinds, including country spirits	28	159					26	159	
3. Wine	19	120	13	174		54	6		
4. All other sorts, including toddy and fermented liquor, other than ale and beer									
XVII.—Metals—									
1. Brass, unwrought	20	160	28	171	8	11			
2. „ wrought	69	399	96	709	27	310			
3. Copper, unwrought									
4. „ wrought	5	47	13	84	8	37			
5. Iron and steel—									
(a) Cast			27	116	27	116			
(b) Unwrought			3	39	3	39			
(c) Wrought			381	974	381	974			
(d) Manufactures	395	3 071	116	902			279	2,119	
6. Others	131	654	155	1 110	24	426			
XVIII.—Oils—									
1. Kerosine	735	2,702	836	2,048	101	246			
2. Castor	17	64	7	47			10	17	
3. Coconut	15	88	11	56			4	32	
4. Mustard and rape			94	148	94	148			
5. Others	95	426	7	86			88	380	

Description of Goods.	1899.		1900.		Increase.		Decrease.		Explanation of fluctuations by the Traffic Manager.
	Tons.	Rs.	Tons	Rs.	Tons.	Rs.	Tons.	Rs.	
XIX.—Oilseeds—									
1. Castor ..	303	427	407	649	105	222	...	...	
2 Earthnuts	...	...		...	...	...		...	
3. Linseed	7,690	26,819	1,476	5,603	...	...	6,214	21,216	Owing to stocks being cleared early in the season.
4. Poppy ..	223	684	173	678			50	6	
5 Rape and mustard	1,813	5,071	660	1,115			1,153	3,956	
6 Til or jinjili	11	32	2	7		...	9	25	
7 Others	3,916	14,711	1,427	3,837			2,489	10,874	
XX.—Opium	1	...	9	5	10	5	...	...	
XXI —Paper and Pasteboard	19	144	31	170	12	26	...	...	
XXII.—Provisions—									
1 Dried fruits and nuts ...	55	461	106	1,223	51	762	...	...	
2 Ghee	158	949	271	1,696	113	747		...	
3 Others	688	3,182	408	1,690	...	...	280	1,492	
XXIII —Railway Plant and Rolling Stock carried for the Public and Foreign Railways—									
1 Locomotive engines and tenders and parts thereof			...	...	...			...	
2 Carriages and trucks and parts thereof.		...	...		...	...	...	...	
3 Materials—									
(a) Steel rails and fish-plates	...			...	...	...			
(b) Sleepers and keys of steel and cast-iron	56	144	10	9	...	153	46	...	
(c) Others ..							...	...	
XXIV —Salt	5,181	12,635	5 511	16,283	330	3,648			
XXV —Saltpetre and other saline substances—									
1. Saltpetre	483	1,440	813	2,343	330	903			Increased production.
2 Other saline substances		...	86	252	86	252			
XXVI —Silk—									
1. Raw—									
(a) Foreign ..									
(b) Indian	1	5	5	30	4	25	...	...	
2. Piece-goods—									
(a) Foreign					...			...	
(b) Indian ...	...	...		...	...				
XXVII —Spices—									
1 Betelnuts ..	158	1,141	141	983			17	158	
2. Cardamoms	3	25	10	30	7	5			
3. Chillies	58	299	31	193			27	106	
4. Ginger ..	19	134	11	157	...	23	...		
5 Pepper	34	291	20	191	...		14	100	
6 Others	241	1,477	162	1,313	...		79	164	
XXVIII —Stone and lime ..	740	2,400	580	1,835	...		160	565	
XXIX.—Sugar—									
1 Refined or crystallised, including sugarcandy	1 098	5,046	991	3,636	...	...	107	1,410	Less production.
2 Unrefined—									
(a) Sugar	2,597	10,811	106	332	...		2 491	10,479	
(b) Gur rab, jaggery, molasses and other saccharine produce.		...	730	2,748	730	2,748			
XXX —Tea—									
1 Foreign									
2 Indian ..	2	12	1	10			1	2	
XXXI —Tobacco—									
1 Unmanufactured ..	855	5,579	606	1,986	...		150	3,691	
2 Manufactured—									
(a) Cigars	1	12	3	26	2	14			
(b) Other sorts	30	255	65	595	35	340	...		
XXXII —Wood—									
1 Timber, unwrought	...		83	270	83	270		...	Increased output from Government forests
2 Logs	401	554	858	2,134	457	1,580		...	
3 Poles	254	410	53	173			201	237	
4. Manufactures			334	1,746	334	1,746		...	
XXXIII —Wool—									
1 Raw ...	23	279	16	144	...		7	135	
2 Manufactured—									
(a) Carpet and rugs	...		...	...	...	...		...	
(b) (c) Piece-goods { European / Indian	12	151	5	34	...		7	117	
(d) Other sorts of manufactures	...			...	...				
XXXIV.—All other articles of merchandise—									
1 Indigo seed ..	68	383	41	323	...		27	60	
2 Firewood ..	1,292	1,959	1,870	4,400	578	2,441	...	...	
3 Others not specified above	2,962	18,424	3,256	4,363	294	...	...	14,061	
Total	77,808	2,82,929	41,130	1,46,245	6,296	27,044	42,[illegible]4	1,66,725	

GORAKHPUR,
The 21st January 1901

CHARLES YOUNG,
For *Auditor of Accounts.*

Weekly Return of Traffic Receipts on Indian Railways

EAST INDIAN RAILWAY

Approximate Return of Traffic for week ended 19th January 1901, on 1,837 09 miles open.

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs A P	Mds S	Rs A P	Rs A P	Rs A P			
Total Traffic for the week	(a) 354 616	(a) 3 90 302 0 0	52 72,1?4 30	(b) 9 04 87? 1 0	22,978 0 0	13 18 1?0 1 [illegible]	10? 255	186,343	291,598
Or per mile of Railway		21? 7 4		4?? 8 11	12 8 1	717 9 4			
For previous 1½ weeks of half year	539,312	5 87 307 1 0	88 76 0?1 20	14 02,48? 8 0	42 014 0 0	20 31 ?10 9 0	181 098	301 071	482 169
Total for 2½ weeks	894 128	9 77 609 1 0	1,41 49 186 10	23 07,3?? 9 0	64,992 0 0	33 49,960 10 [illegible]	28? 3?3	487 414	773,767
Comparison									
Total for corresponding week of previous year	320 57?½	3 31,458 14 6	5?,37 549 0	10 71 642 11 6	31 0?9 6 8	14 34 731 0 8	106,114	197,699½	303,813½
Per mile of Railway corresponding week of previous year		193 10 5		626 1 8	19 7 8	8?8 3 ?			
Total for corresponding 2½ weeks of previous year	917 218	9,96 654 3 8	1 37 76 913 30	20 08 143 0 ?	78 148 ? 8	33,83,315 6 ?	29? 50?½	543,674½	838 180½

(a) The increase is chiefly in outward traffic from stations on A B and C districts, and is mainly due to pilgrims on account of Magh Mela.
(b) The decrease is chiefly due to heavier upward despatches of food grains in the corresponding period of 1900

1901 *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900*

Open mileage.	Period	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total	Per mile of railway	Train mileage	
		No of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs A P
1,837·09	12 days of January	7?? 312	[illegible] 307	88 76 032	14? [illegible]	42 014	20 ?1 811	1 ?03	482 169	4 3 5
1 837 09	Week ended 19th January	3?? 81?	3 90 302	52 [illegible]	9 0? 8 0	22,978	13 ? 1?0	718	291 598	4 8 4
	Totals up to date	894,128	9 77 609	1 41 48,186	23 [illegible]	64 992	33 49,961	672	7 3 767	4 5 3

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded **1900**

Open mileage.	Period	No of passengers	Rs	Mds.	Rs	Rs	Rs	Rs	No	Rate Rs A P
1,711 61	3 days of January	58? 611	6 ? 195	8 30 374	18 36 810	46 619	25 48 514	1 489	534 367	4 12 4
1 711 61	Week ended 20th January	330 5?7	3 31 458	5?3 549	10 71 643	31 039	14 34 31	838	303 813	4 11 7
	Totals up to date	917 218	9 96 654	1,37 76 914	20 08 419	78 148	33,83 ?45	815	838 180	4 12 0

TARKESSUR BRANCH RAILWAY

Approximate Return of Traffic for week ended 19th January 1901, on 22·23 miles open

	Coaching Traffic.		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs A P	Mds S	Rs A P	Rs A P	Rs A P			
Total traffic for the week	22,734	5,526 6 0	35 924 0	7?8 ? 0	6 0 0	6 ? 0 14 0	1 031	157	1,188
Or per mile of railway		248 9 7		3? 12 4	0 4 4	281 ? 8			
For previous 1½ weeks of half year	31,815	7,786 5 0	61,722 0	1 37? ? 0	11 0 0	9 17? 5 0	1 752	285	2 037
Total for 2½ weeks	55 549	13,312 11 0	9? 646 0	2 106 8 0	17 0 0	15 4 ? 3 0	2 783	442	3,225
Comparison									
Total for corresponding week of previous year	19 740	4 014 14 6	14,487 10	504 14 0	9 12 9	5 120 8 9	1 071	525	1,596
Per mile of railway corresponding week of previous year		207 9 7		22 11 4	0 7 1	230 12 0		.. ..	
Total for corresponding 2½ weeks of previous year	57 780½	13 514 4 2	50 435 20	2 005 15 0	23 13 9	15 546 0 11	3 042	899	3,941

TARKESSUR BRANCH RAILWAY—*concluded*

1901 *Abstract of progressive weekly return of all earnings for 1901 in comparison with 1900*

Open mileage	Period	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total	Per mile of railway	Train mileage	
		No. of passengers	Rs	Mds	Rs.	Rs	Rs	Rs	No	Rate. Rs A P
22 23	12 days of January	32 815	7,786	11 772	1 378	11	9 175	413	2 087	4 8 1
22·23	Week ending 19th January	22 734	5 526	5 024	729	6	6 261	282	1 158	5 4 4
	Totals up to date	5 549	1 312	9 016	2 107	17	15 430	256	3,235	4 13 7

Abstract of progressive weekly return of all earnings for 1901 in comparison with 1900—concluded *1900*

Open mileage	Period	No. of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs A P
22·23	12 days of January	38 632	8,897	35 148	1 591	16	10 416	469	2 345	4 7 1
22·23	Week ending 20th January	19 149	4 615	14 487	505	10	5 130	231	1 596	3 3 5
	Totals up to date	57 781	13 14	50 435	2,096	26	15,546	245	3 941	3 15 1

DELHI-UMBALLA-KALKA RAILWAY

Approximate Return of Traffic for week ended 19th January 1901, on 162 24 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings.	Traffic Train miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds S	Rs A P	Rs A P	Rs A P			
Total traffic for the week	15,355	12 113 12 0	1,42 392 31	12,518 7 0	65 0 0	24 737 3 0	7 575	3,663	11,238
Or per mile of railway		74 11 8		77 5 6	0 6 5	152 6 7			
For previous 1½ weeks of half year	5 959	22 231 5 0	2 42 288 10	17 745 3 0	113 0 0	40 089 8 0	13 062	5 62	18 688
Total for 2½ weeks	41,313	34 35 1 0	3 84,681 0	30 293 10 0	178 0 0	64 810 11 0	20 637	9 30	29 946
Comparison									
Total for corresponding week of previous year	14 701½	0 985 4 5	78,419 0	11,798 11 0	41 0 1	22 728 2 8	6 926½	2,745	9,672
Per mile of railway corresponding week of previous year		6 13 10	..	72 11 7	0 4 4	138 13 9	..		
Total for corresponding 2½ weeks of previous year	42 730	37 681 9 5	2 63 523 11	33 883 8 0	167 3 9	71 732 5 0	19,972½	9 163½	29 135

1901 *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900*

Open mileage	Period	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total	Per mile of railway	Train mileage	
		No. of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs A P
162·24	12 days of January	[illegible]	31	[illegible] 88	17 745	113	40,089	247	18 688	2 2 4
162·24	Week ending 19th January	15 355	12 114	[illegible]	12 48	6	24 7 7	152	11 238	2 3 3
	Totals up to date	41,313	34 035	8462 1	30 293	178	64 810	347	29 946	2 2 8

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded *1900*

Open mileage	Period	No. of passengers	Rs	Mds	Rs	R	Rs	Rs	No	Rate Rs A P
162·24	12 days of January	28 523	26 9 6	1 8 104	22 085	123	48 904	301	19 463	2 8 5
162·24	Week ending 21st January	14,207	10 985	78 419	11 798	44	22,728	140	9 672	2 5 3
	Totals up to date	42,730	37 681	2 63 5 3	33 884	167	71 732	441	29 135	2 7 5

SOUTH BEHAR RAILWAY

Approximate Return of Traffic for week ended 19th January 1901, on 78 76 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds S	Rs A P	Rs A P	Rs A P			
Total traffic for the week	10 031	5 8 0	45,082 20	4 8 10 0	43 0 0	9 [illegible] 2 0	1 773	984	2 757
Or per mile of railway		6 1 7		59 2 5	0 8 9	124 12 9			
For previous 1½ weeks of half year	10 080	7 [illegible] 0	74 19 0	5 320 13 0	75 0 0	12 053 11 0	3 050	1 712	4,762
Total for 2½ weeks	[illegible]	[illegible] 7 0	1 19 501 20	9 979 6 0	118 0 0	23,782 13 0	4 823	2 696	7,519
Comparison									
Total for corresponding week of previous year	13 651	14[illegible]	60,658 0	4 221 1 0	12 9 6	8,638 10 11	1,438	788	2,226
Per mile of railway corresponding week of previous year		56 2 11		53 9 6	0 2 7	109 15 0	..	..	..
Total for corresponding 2½ weeks of previous year	29,214	13,574 2 10	1 55,364 0	11,211 14 0	66 5 9	24,502 7 7	4,252	2,108	6,360

SOUTH BEHAR RAILWAY—*concluded.*

1901 *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900*

Open mileage	Period	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total	Per mile of railway	Train mileage	
		Number of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs A P
78·76	13 days of January	16 080	7 558	74 130	5 331	75	12 954	164	4,762	2 11 6
78 76	Week ended 19th „	10 001	5,127	45 663	4,6[illegible]	43	9,829	125	2 757	3 9 1
	Totals up to date	26,081	12,685	1 19 803	9,950	118	22,783	107	7 519	3 0 6

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded *1900*

Open mileage	Period	Number of passengers	Rs	Mds	Rs	Rs	Rs.	Rs	No.	Rate Rs A P
78·76	13 days of January	1[illegible] 319	9 09[illegible]	94 726	6 [illegible]	54	16,144	205	4,134	3 14 6
78·76	Week ended 20th „	9 895	4 43[illegible]	60,6[illegible]8	4 291	12	8 6[illegible]8	110	2 226	3 14 3
	Totals up to date	29,214	13 [illegible]24	1 55,384	11 [illegible]	66	24,802	110	6 360	3 14 5

BENGAL CENTRAL RAILWAY COMPANY, "LIMITED"

Approximate Return of Traffic and Mileage for the week ended 19th January 1901, on 139 miles open

	Coaching Traffic: No of passengers	Coaching Traffic: Coaching receipts	Merchandise and Mineral Traffic: Weight carried	Merchandise and Mineral Traffic: Receipts	Other earnings	Total earnings	Traffic Train Miles Run: Coaching	Traffic Train Miles Run: Merchandise	Traffic Train Miles Run: Total
		Rs A P	Mds S	Rs A P	Rs A P	Rs A P			
Total traffic for the week	[illegible]	[illegible]179 0 0	73 [illegible] 0	5,6[illegible] 0 0	137 0 0	18 941 0 0	4 55[illegible]	2 80[illegible]	7 354
Or per mile of railway	[illegible]15	101 0 0†	530 0	40 0 0	1 0 0	142 0 0			..
For previous 2 weeks of half year ..	[illegible] 041	24 813 0 0	1 01 911 0	7 657 0 0	880 0 0	3[illegible] 350 0 0	7 811	4 810	12 621
Total for 3 weeks	[illegible]	[illegible] 0 0	1 [illegible] 78 0	13 1[illegible] 0 0	1 017 0 0	52,191 0 0	12 361	7 614	19 975
Comparison									
Total for corresponding week of previous year	23,587	12 160 0 0	60 306 0	5,07[illegible] 0 0	118 0 0	17,[illegible]61 0 0	4,907	2,508	7,415
Per mile of railway corresponding week of previous year	[illegible]	94 0 0	434 0	[illegible] 0 0	1 0 0	1[illegible] 0 0			
Total to corresponding date of previous year	91 963	[illegible] 71 0 0	1 94 526 0	15 1[illegible] 0 0	966 0 0	53 3[illegible]9 0 0	14,0[illegible]8	6,837	20 935

† Coaching traffic calculated on [illegible] miles only

BENGAL AND NORTH-WESTERN RAILWAY

Approximate Return of Traffic for the week ending 26th January 1901, on 1,162 miles open

	Coaching Traffic: No of passengers	Coaching Traffic: Receipts	Merchandise and Mineral Traffic: Weight carried	Merchandise and Mineral Traffic: Receipts	Other earnings (estimated), including steam boat	Total earnings	Traffic Train-miles Run: Coaching	Traffic Train-miles Run: Merchandise	Traffic Train-miles Run: Total
		Rs	Mds	Rs	Rs	Rs			
Total traffic for the week on 1,162 miles open	145 5[illegible]	(a)65,970	8 3[illegible], 60	(b) 9 2[illegible]	(c)16,3[illegible]	1 91 550	30,471	(d)28 391	58 862
Or per mile of railway	125 23	56 [illegible]8	719 93	[illegible]	14 07	158 [illegible]7			..
For previous 2½ weeks of half year	372,[illegible]00	1 60 970	13 59 16[illegible]	1 98 610	40 009	3 94 580	[illegible]488	71 499	151,987
Total for 5½ weeks	518 0[illegible]	[illegible]6,940	[illegible] 720	2 92 [illegible]70	56,3[illegible]	5,76,160	110 9[illegible]	[illegible]9 890	210 849
Comparison									
Total for corresponding week of previous year on 1,086 miles open	119,703	51 129	7,21 026	9[illegible]	21,422	1,07 825	2[illegible],245	(e)30 312	58,500
Per mile of corresponding week of previous year	110 23	47 13	664 54	[illegible] 81	19 [illegible]	164 68			
Total to corresponding date of previous year	405 474	1,91,051	2[illegible] 61 312	3,21 11[illegible]	60 031	5,72,624	105 880	115 246	221,132

(a) Increase under coaching is due to increased mileage and improved traffic generally
(b) Increase under goods is due to 2[illegible],00[illegible] maunds and R[illegible] 10 [illegible] for ballast trains included in this week, whereas none in the corresponding period
(c) Decrease under other earnings is due to Rs [illegible],[illegible]10 on account of mileage and demurrage on rolling stock included in the corresponding week of last year.
(d) Includes 2,[illegible] miles of ballast trains run on open line
(e) „ 3,802 „ „ „

SEGOWLIE-RAKSAUL BRANCH RAILWAY

(WORKED BY THE B & N.-W RAILWAY.)

Approximate Return of Traffic for week ending 26th January 1901, on 18 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run.		
	Passengers carried	Receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
	No	Rs	Mds	Rs	Rs	Rs			
Total traffic for the period on 18 miles open	1,830	494	8 593	338	48	873	410	94	504
Or per mile of railway	101 67	27 44	476 8[illegible]	18 50	2 67	48 01	..	..	..
For previous 2½ weeks of half year	4 761	771	27 194	1 013	220	2,003	591	291	882
Total for 3½ weeks	6 591	1,265	35,777	1,345	268	2,878	1,001	385	1,386
COMPARISON									
Total for corresponding week of previous year on 18 miles open	991	172	6,437	241	3	416	151	101	252
Per mile of corresponding week of previous year	55 06	9 53	357 60	13 39	0 18	23 10	.. ..		
Total to corresponding date of previous year ...	4,821	879	32,560	912	34	1 8 5	621	351	972

SEGOWLIE RAKSAUL BRANCH RAILWAY

(WORKED BY THE B & N.-W RAILWAY)

Audited Return of Traffic for week ending 15th December 1900, on 18 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run		
	Passengers carried	Receipts	Weight carried	Receipts.			Coaching	Merchandise.	Total.
	No	Rs A P	Mds	Rs. A P	Rs A P	Rs A P			
Total traffic for the week on 18 miles open	2,485	466 8 7	6 748	214 5 7	97 0 0	777 14 2	143	103	268
Or per mile of railway	138 06	25 14 8	3 4 8[illegible]	11 14 6	5 6 3	43 3 5			
For previous 23 weeks of half year	2[illegible] 803	4,237 9 11	1,34 5[illegible]	3 487 5 7	144 1 0	7 [illegible] 0 5	3 470	1 336	4 806
Total for 24 weeks ..	28 288	4 704 2 6	1,41,3[illegible]	3 701 11 2	241 1 0	8 646 14 7	3 619	1 439	5,058
COMPARISON									
Total for corresponding week of previous year on 18 miles open	2,030	431 13 7	3 25[illegible]	79 11 0	67 2 0	578 10 7	205	65	270
Per mile of corresponding week of previous year	112 78	23 15 10	182 51	4 6 10	3 11 8	32 2 4	....	.. ..	
Total to corresponding date of previous year	8,493	1 788 1 10	85 69[illegible]	2 463 3 0	207 5 0	4 461 9 10	1,338	678	2,016

ASSAM-BENGAL RAILWAY

Approximate Return of Traffic for the week ended 19th January 1901 on 497 miles open for all descriptions of traffic, and an additional 1[illegible]1 miles for goods and parcels traffic only

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings.	Traffic Train miles run.		
	No of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	3[illegible] 2[illegible]	21 00[illegible] 0 0	2,13,412 0	15 812 0 0	632 0 0	37 449 0 0	3 522	8,644	12,166
Or per mile of railway	8[illegible] 75	52 [illegible]	369 22	27 36	1 09	81 30	8 87	14·25	23 52
For previous 2 weeks of half year ..	54 [illegible]	33 610 0 0	3,50 501 0	26 219 0 0	1,474 0 0	61,513 0 0	5,876	14,399	20,275
Total for 3 weeks	90 [illegible]	54 624 0 0	5 63,913 0	42 031 0 0	2,106 0 0	98,961 0 0	9 398	23 043	32,441
COMPARISON									
Total for corresponding week of previous year	33 492	21,1[illegible]3 0 0	1,99 420 0	13 254 0 0	831 0 0	35,248 0 0	3,421	7,742	11,163
Per mile of railway corresponding week of previous year	82 05	53 44	4[illegible]0 51	33 54	1 91	85·89	8 64	17 81	26 48
Total to corresponding date of previous year	89 337	55 425 0 0	5,76 331 0	40,169 0 0	2,042 0 0	97 636 0 0	9,570	23,797	32,367

FINANCIAL YEAR.

Approximate Statement of Gross Receipts of the Assam Bengal Railway

Receipts for week ending 19th January 1901.			Receipts for week ending 20th January 1900			Total receipts from 1st April 1900 to 19th January 1901			Total receipts from 1st April 1899 to 20th January 1900			Total increase in 1901	Total decrease in 1901
Mean mileage worked.	Receipts.	Per mile worked	Mean mileage worked.	Receipts	Per mile worked	Mean mileage worked	Total receipts	Per mile worked per week	Mean mileage worked	Total receipts	Per mile worked per week		
	Rs.	Rs		Rs	Rs.		Rs.			Rs		Rs	Rs
578	37 449	81 86	434	35 248	85 80	578	13,55 268	..	434	12,70,517	..	84,751	......

DARJEELING-HIMALAYAN RAILWAY COMPANY, LIMITED

	Rs	A	P
Approximate earnings for the week ending 26th January 1901	7,331	0	0
Audited earnings for the corresponding period of 1900 ..	11,763	0	0
Decrease	4,432	0	0
Receipts per mile for the week ending 26th January 1901	143	11	11
Ditto for the corresponding period of 1900 .. .	230	10	4
Decrease	86	14	5
Receipts from 1st January to 26th January 1901 ..	31,257	0	0
Ditto for the corresponding period of 1900	41,751	0	0
Decrease	10,494	0	0

Printed at the Printing Office, and published by the Book Depôt, of the Bengal Secretariat, Writers' Buildings, in the City of Calcutta, on 6th February 1901.

The Gazette of India,

EXTRAORDINARY.

PUBLISHED BY AUTHORITY

CALCUTTA, TUESDAY, FEBRUARY 5, 1901

HOME DEPARTMENT.

PUBLIC

No. 510.

NOTIFICATION.

Calcutta, 5th February 1901.

HIS MAJESTY THE KING, EMPEROR OF INDIA, has been pleased to send the following letter to the Princes and people of India —

"TO THE PRINCES AND PEOPLE OF INDIA,—Through the lamented death of my beloved and dearly mourned mother I have inherited the Throne which has descended to me through a long and ancient lineage I now desire to send my greetings to the Ruling Chiefs of the Native States, and to the inhabitants of my Indian dominions, and to assure them of my heart-felt wish for their welfare My illustrious and lamented predecessor was the first Sovereign of this country who took upon Herself the direct administration of the affairs of India, and assumed the title of Empress in token of Her closer association with the Government of that vast country

"In all matters connected with India the Queen-Empress displayed an unvarying deep personal interest, and I am well aware of the feeling of loyalty and affection evinced by the millions of its peoples towards Her throne and person

"This feeling was conspicuously shown during the last year of Her long and glorious reign by the noble and patriotic assistance offered by the Ruling Princes in the South African War, and by the gallant services rendered by the Native Army beyond the limits of their own country

"It was by Her wish, and with Her sanction, that I visited India, and made myself personally acquainted with the Ruling Chiefs, the people, and the cities of that ancient and famous Empire.

"I shall never forget the deep impressions which I then received, and I shall endeavour, following the great example of the first Queen-Empress, to work for the general well-being of my Indian subjects of all ranks, and to merit, as She did, their unfailing loyalty and affection

(Sd.) EDWARD, R AND I.'

WINDSOR CASTLE,
4th February, 1901

By order,

J. P. HEWETT,

Secretary to the Government of India

Printed and published for the GOVERNMENT OF INDIA *at the Office of the* SUPERINTENDENT OF GOVERNMENT PRINTING, INDIA, *No. 8, Hastings Street, Calcutta*

The Calcutta Gazette

EXTRAORDINARY.

WEDNESDAY, FEBRUARY 6, 1901.

Government of Bengal

POLITICAL DEPARTMENT

THE following Notification by the Government of India in the Home Department is republished for general information

By order of the Lieutenant-Governor of Bengal,

C E BUCKLAND,

Offg Chief Secy to the Govt of Bengal.

HOME DEPARTMENT.

PUBLIC

No 510

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REGISTERED No. 29.]

No. 7 of 1901.

SUPPLEMENT TO

The Calcutta Gazette.

WEDNESDAY, FEBRUARY 13, 1901.

OFFICIAL PAPERS.

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CONTENTS.

NOTE ON THE LATE COTTON CROP OF BENGAL, 1900-1901.

THE following is published for general information.

REVENUE DEPT.,
The 12th February 1901.

F. A. SLACKE,
Secy. to the Govt. of Bengal.

DEPARTMENT OF LAND RECORDS AND AGRICULTURE, BENGAL.

Note on the Late Cotton Crop of Bengal, 1900-1901

Explanatory.—This note furnishes the estimates of the area and outturn of the late cotton crop which is sown in autumn and is harvested in early summer. The report on the early cotton crop of these Provinces was published by this Department on the 5th December 1900.

Character of the season.—The rainfall in the month of September was copious and general in all the districts growing

late cotton, and in the Burdwan, Presidency and Orissa Divisions it was exceptionally heavy In October, however, the fall was everywhere below the normal, while in November the rains practically ceased all over the Province. The fall in December also was below the normal in all the districts, excepting some of those in Burdwan and Patna Divisions In January there was good rain almost all over those Provinces. The season on the whole has been fairly favourable for this crop, except at the sowing season.

Area sown—From the abstract of the district returns appended to this note, it will be seen that the normal area under late cotton in this Province is now estimated at 84,700 acres, of which only 67,500 acres have been put under this crop in the present year The area planted with this crop last year was reported to be 73,000 acres. The contraction of the area still further in the current year is attributable to the unfavourable character of the season at the time that the crop was sown It seems probable, however, that the normal area given is slightly too high.

Character of the crop.—Out of the fifteen districts growing this crop, only five (Saran, Champaran, Muzaffarpur, Monghyr and Singhbhum) have estimated a crop of 100 per cent or more, five others have returned an outturn varying between 80 and 100 per cent., while the remaining five have reported an outturn of between 50 to 80 per cent. of a normal crop. The total outturn for the Province as a whole, according to the district returns amounts to 94 per cent. of a normal crop, but there is reason to believe that the outturn has been underestimated in some districts, and the crop that will in all probability actually be harvested is not likely to fall below the normal that is 100 per cent

Gross Outturn.—The total yield of the late cotton crop this year is estimated at 4,450,000 lbs. as against 3,559,600 lbs. reported last year.

G. C DUTT,

Asst. Director of the Dept. of Land Records and Agriculture, Bengal.

(Countersigned.)

P. C LYON,

Director of the Dept of Land Records and Agriculture, Bengal.

CALCUTTA

The 2nd February 1901.

Forecast of the Late Cotton Crop of Bengal, 1900-1901

1	2	3	4	5	6	7	8	9	10	11
Division	District	Total area of the district	Total area estimated to be under cultivation	Approximate normal area under late cotton	Approximate area sown last year (1899-1900)	Estimated area sown this year (1900-1901)	Taking 100 to represent the normal outturn per acre, how much represented the outturn last year (1899-1900)?	Taking 100 to represent the normal outturn per acre, how much will represent this year's (1900-1901) outturn?	Remarks by District Officers	Remarks by the Department of Land Records and Agriculture, Bengal.
		Acres	Acres	Acres	Acres	Acres				
Burdwan	Bankura	1 677 430	648 8[illegible]	1 9[illegible]0	3 000	1 [illegible]00	75	50	The decrease in the area and outturn is due to scanty rainfall of the year	
	Midnapore	3 202 300	2,19[illegible] 600	2,300	2,100	2 000	97	97	The area brought under cultivation this year is less than the normal area, owing to the floods.	
Patna	Patna	1 3[illegible]	993 [illegible]	2 000	2,[illegible]0	500	100	60	For want of sufficient rain the area sown this year with cotton in the Bihar subdivision has diminished.	
	Saran	1 690 [illegible]7	1 3[illegible]2 500	35,800	33 0[illegible]0	33,000	50	100		
	Champaran	2,259 [illegible]	1 381 [illegible]	2 100	2 500	2,100	95	100	The figure in column 5 has been revised according to the settlement records.	
	Muzaffarpur	1 941 2[illegible]	1 555 300	6 100	6,100	6,100	100	100		
	Darbhanga	2 13[illegible] [illegible]0	1 820,70[illegible]	10 600	8 600	6 600	74	94		
Bhagalpur	Monghyr	2 [illegible]09 440	1 5[illegible],9[illegible]0	500	400	400	100	100	The early rains were favourable for the crop which may be expected to be above the average	
	Bhagalpur	2,704,640	2 097,000	2 700	2 700	2 700	40	85	Constant rain in July and August affected the crop injuriously to a certain extent	

1	2	3	4	5	6	7	8	9	10	11
Division	District.	Total area of the district.	Total area estimated to be under cultivation.	Approximate normal area under late cotton	Approximate area sown last year (1899-1900)	Estimated area sown this year (1900-1901)	Taking 100 to represent the normal outturn per acre how much represented the outturn last year (1899-1900)?	Taking 100 to represent the normal outturn per acre how much will represent this year's (1900-1901) outturn?	Remarks by District Officers.	Remarks by the Department of Land Records and Agriculture Bengal
		Acres.	Acres.	Acres.	Acres	Acres.				
Orissa ...	Cuttack	2,323,300	1 161,200	5,700	4,200	4,300	100	97	Owing to want of sufficient rain there has been a reduction in the outturn.	
	Balasore	1 316,475	637 100	200	100	100	90	95	The decrease in area, as compared with the normal is due to want of rain at the time of sowing	
	Angul	1 075,840	280,000	1,500	1 500	1,500	80	50		
	Puri	1 582 720	818 300	6 500	4,300	3,800	50	75		
Chota Nagpur	Manbhum	2 654,080	1,419 200	1 800	1,500	1,400	100	75		
	Singhbhum ..	2,526 019	756 700	2,000	2,000	1,500	74	108	Little cotton is cultivated in this district thread being imported from Calcutta	
	Total	31 025,785	18 875 700	84 700	73,000	67 500	67	94		

FIRST NOTE ON THE WHEAT CROP OF BENGAL, 1900 1901

THE following is published for general information.

REVENUE DEPT, F A SLACKE,
The 12th February 1901. *Secy. to the Govt. of Bengal*

DEPARTMENT OF LAND RECORDS AND AGRICULTURE, BENGAL.

First note on the wheat crop of Bengal, 1900-1901

Explanatory—This note furnishes the preliminary estimates of the area and outturn of the wheat crop in these Provinces There is practically no wheat grown in the districts of Howrah, Khulna, Dinajpur, Bogra, Dacca, Backergunge and Puri and in the Chittagong Division

Character of the season—The rainfall in September was copious and general, and in the Burdwan, Presidency and Orissa Divisions was exceptionally heavy In October the fall was almost everywhere below the normal, while November was practically rainless There has been seasonable rain in December and January, and on the whole the season has hitherto been favourable to the wheat crop.

Area sown—The total normal area under wheat in this Province is estimated at 1,579,800 acres, but in consequence of the favourable character of the season, the area actually sown this year has risen to 1,616,300 acres or 36,500 acres in excess of the normal Last year only 1,550,200 acres were sown with this crop

Outturn.—It will be seen from the summary of the district returns attached to this note that the outturn is expected to be above the normal in the districts of Saran (120 per cent), Bhagalpur (104 per cent.) and Malda (110 per cent), and that a normal crop is anticipated in the 13 districts of Birbhum Rajshahi, Darjeeling, Pabna, Gaya, Shahabad, Champaran, Muzaffarpur, Purnea, Balasore, Angul, Hazaribagh and Palamau The twelve districts noted in the margin forecast a crop varying between 80 and 99 per cent The estimate in the remaining eight districts

1	Burdwan	7	Patna
2	Bankura	8	Darbhanga
3	Midnapore	9	Monghyr
4	24 Parganas.	10	Sonthal Parganas
5	Murshidabad	11.	Manbhum
6	Rangpur	12.	Singhbhum

falls below 80 per cent., Jessore with 49 per cent. of a normal crop showing the poorest outturn of all. Recent rains have probably been of benefit to the crop on the whole, although reports of damage done by it come from some quarters, and it may be anticipated that if the present favourable weather continues, a crop amounting to 105 per cent. of the normal will be eventually harvested.

G. C. DUTT,

Asst. Director of the Dept. of Land Records and Agriculture, Bengal.

(Countersigned,)

P. C LYON,

Director of the Dept. of Land Records and Agriculture, Bengal.

CALCUTTA

The 3rd February 1901

First Forecast of the Wheat Crop of Bengal, 1900 1901

Division	District	Total area of district	Total area estimated to be under cultivation	Approximate normal area under wheat.	Approximate area under wheat last year (1899-1900)	Estimated area under wheat this year (1900 1901)	Taking 100 to represent the normal outturn how much represented the outturn last year (1899-1900)	Taking 100 to represent the normal outturn how much will represent this year's outturn (1900-1901)?	Remarks by District Officers	Remarks by the Department of Land Records and Agriculture Bengal
1	2	3	4	5	6	7	8	9	10	11
		Acres.	Acres	Acres	Acres	Acres.				
Burdwan ...	Burdwan	1,726,08	1,284 280	1 500	1,900	1 300	99	90		
	Birbhum	1 121 920	200,000	5 000	5,000	5 000	75	100	The last rain has done much good to the wheat crop.	
	Bankura	1,677 430	642,800	5 500	5,600	5 500	88	88	If the present cloudy and rainy weather continues for some time there will be a decrease in the estimated outturn.	
	Midnapore	3,292 900	2 190 600	2,100	2 800	2 700	95	94	The area brought under cultivation this year is greater than the normal area owing to the moisture in land caused by excessive rain in September last. The outturn is likely to be slightly below the normal	
	Hooghly	1 087 360	702 300	100	100	40	65	50		
Presidency	24-Parganas	1 344,640	1 109 000	300	300	200	100	80	The decrease in the estimated area and outturn this year is due to the want of seasonable rain fall in October last	
	Nadia	1,788 160	1,303,000	25 000	31,500	19 700	80	61	The decrease in the area and outturn this year is due to want of favourable rain	
	Murshidabad	1 373 440	935,560	130,000	144,500	144,100	83	93	The slight decrease in area is due to some of the wheat lands having been sown with rice this year	

Division	District	Total area of district	Total area estimated to be under cultivation	Approximate normal area under wheat	Approximate area under wheat last year (1899-1900)	Estimated area under wheat this year (1900-1901)	Taking 100 to represent the normal outturn, how much represented the outturn last year (1899-1900)?	Taking 100 to represent the normal outturn, how much will represent this year's outturn (1900-1901)?	Remarks by District Officers	Remarks by the Department of Land Records and Agriculture, Bengal
1	2	3	4	5	6	7	8	9	10	11
		Acres	Acres	Acres	Acres	Acres				
Presidency	Jessore	1 [illegible] 000	1 142 000	2 000	1 700	1 700	77	49		
Rajshahi	Rajshahi	1 663 040	1 268 100	74 200	67 300	73 900	9[illegible]	100		
	Jalpaiguri	1 [illegible]	1 [illegible]75 [illegible]	3 200	1 [illegible]	1 [illegible]	70	70	The decrease in area and outturn as compared with the normal is due to unfavourable rain fall	
	Darjeeling	741 [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	100	10[illegible]		
	Rangpur	2 [illegible]	1 [illegible]	[illegible]	4[illegible] 100	[illegible]	86	81	The small outturn is due to want of seasonable rain	
	Pabna	1 [illegible]	[illegible] 500	16 000	16 000	18 000	90	100		
Dacca	Mymensingh	4 052,480	2 [illegible]	[illegible]	8 000	8 [illegible]	75	75		
	Faridpur	1 [illegible] 450	1 907 500	2 [illegible]	2 000	1 [illegible]	1[illegible]	60		
Patna	Patna	1 [illegible]	963,500	116 000	1[illegible]	148 0[illegible]	54	86		
	Gaya	[illegible]	2 207 500	15[illegible] 600	113 270	146 [illegible]	87	100	The increase in area is due to the fact that some paddy lands were sown with wheat as they could not be sown with paddy owing to want of timely rain	
	Shahabad	2 7[illegible] 52[illegible]	1 [illegible]	122 000	109 000	128 000	54	100	The prospects of the crop are good. The increase in the area sown this year over the normal is due to the conversion of some paddy lands into rabi lands	
	Saran	1 [illegible]	1 382,500	12[illegible] 000	130 000	134[illegible]	10[illegible]	120	The recent rains in December and January have done much good to the crop	
	Champaran	2 25[illegible]	1 354 [illegible]	11[illegible]	119 000	115 [illegible]	11[illegible]	100	A good crop is anticipated unless the recent rains turns out to have been excessive	
	Muzaffarpur	1 [illegible] 254	1,655 300	69 700	6[illegible]	69 700	8[illegible]	100		
	Darbhanga	2 134 4[illegible]0	1 [illegible] 700	110 200	1[illegible] 600	1 [illegible]	1[illegible]	93	The recent rains have probably improved the prospects of the crop	

[B]hagalpur	Monghyr	2 609,440	1 582,800	100,000	165,000	103,000	94	96	The early rains were favourable for the *rabi* crops	
	Bhagalpur	2 704,640	2 497 000	203 200	198 100	198,200	100	104		
	Purnea	3,198 520	1,639 500	24 000	20 900	20 900	100	100	The late rains have benefited the crop.	
	Malda	1,216,000	672,800	60 000	90 000	80 000	100	110	The recent rains have done much good to the wheat crop, and a good outturn is expected this year	
	Sonthal Parganas	3 500 180	1 725,100	14,900	14,000	14 900	95	95	Timely rainfall at the beginning and the recent rains in December and January have been favourable to the crop	
Orissa	Cuttack	2 323 200	1 161 200	1 500	2,100	2,100	75	72	Owing to want of sufficient rain there has been a reduction in the outturn	
	Balasore	1,315,470	837 100	800	200	200	75	100	The decrease in area, as compared with the normal is due to want of rain for germinating seedlings	
	Angul and the Khondmals	1 175 840	260 000	100	100	100	37	100		
Chota Nagpur	Hazaribagh	4 403 440	2 478 500	8,150	6 500	10 800	53	100		
	Ranchi	4,669 000	2 888,300	1 200	200	1 200	10	75		
	Palamau	3 139 200	768 000	14 700	3 400	10,000	90	110		
	Manbhum	2 654 080	1 419 200	5 000	4 200	4 200	90	90		Return not received
	Singhbhum	2,326,019	756 700	2 800	900	1 400	48	54		
	Total	79 905 345	48,087 700	1,879 800	1 550 200	1 616 300	91	105*		* As estimated by this Department

WEATHER AND CROP REPORT.

For the week ending the 11th February 1901.

Burdwan.—No rain Weather seasonable Threshing of *aman* and pressing of sugarcane continue Fodder and water sufficient. Common rice sells as follows —

	Srs	
Sadar	12	per rupee
Kalna	$10\frac{11}{16}$	
Katwa . .	$12\frac{7}{8}$	
Raniganj	$12\frac{1}{2}$	

Birbhum.—No rain Weather cloudy *Rabi* crops doing well. Sugarcane being pressed Price of rice at Sadar 12 seers and at Rampur Hât 14 seers per rupee. Fodder sufficient

Bankura.—Rainfall at Bankura 32 Weather occasionally cloudy Pressing of sugarcane continues *Rabi* plants doing well Fodder and water sufficient. No cattle disease reported Price of common rice at Bankura 11 seers 14 chitaks and at Vishnupur 12 seers per rupee

Midnapore.—No rain *Aman* being harvested and sugarcane pressed Common rice sells as follows —

	Srs	
Sadar	14	per rupee
Contai	14	
Tamluk	11	
Ghatal	$12\frac{1}{2}$	

Hooghly.—No rain Reaping of *rabi* continues. Fodder and water sufficient Common rice sells at 10 seers 11 chitaks per rupee

Howrah.—No rain Weather seasonable. Harvesting of *aman* finished Fodder and water sufficient Common rice sells at 10 seers per rupee

24-Parganas.—Rainfall 04 Weather seasonable Prospects of standing crops not good Lands are being ploughed for *aus* paddy and jute *Rabi* crops are being harvested No cattle-disease Fodder and water sufficient Common rice sells as follows —

	Srs.	
Sadar	10	per rupee
Barasat	10	
Basirhat .. .	10	
Diamond Harbour	$10\frac{1}{2}$	

Nadia.—No rain Weather seasonable Prospects of standing crops indifferent Rain is badly wanted. Sugarcane pressing still going on Fodder and water sufficient except in Chuadanga Price of common rice stationary

Murshidabad.—Rainfall at Jangipur 0 03 Weather cloudy Prospects of *rabi* crops favourable No cattle-disease Fodder and water sufficient Common rice sells as follows —

	Srs.	
Sadar	13	per rupee.
Jangipur	14	
Kandi	$14\frac{1}{4}$	
Lalbagh	$12\frac{3}{4}$	

Jessore.—No rain Weather seasonable. Prospects of the crops good. Harvesting of sugarcane and mustard going on Fodder and water sufficient. Common rice sells as follows —

	Srs	
Sadar . .	11	per rupee.
Jhenida	13	
Magura	$13\frac{1}{4}$	
Narail	$13\frac{5}{16}$	
Bangaon	$12\frac{5}{16}$	

Khulna.—Rainfall nil. Weather seasonable Harvesting of *aman* paddy still continues Transplantation of *boro* going on Fodder and water sufficient Common rice sells as follows.—

				Srs	
Sadar	..	...	..	13½	per rupee
Bagerhat	...	...	...	.. 13	
Satkhira	..		...	... 11	

Rajshahi.—Weather seasonable Prospects of crops good Condition of cattle good. Fodder and water available. Common rice sells at 14 seers a rupee.

Dinajpur.—Rainfall nil Weather seasonable. Harvesting of *aman* is over. No cattle-disease Fodder and water plentiful. Rice selling at 14 seers a rupee at Sadar and 13 seers at Thakurgaon

Jalpaiguri.—Rainfall nil Weather seasonable Harvesting of *haimanti* paddy finished Prospect of *rabi* crops satisfactory Lands are being ploughed for jute and *bhadoi* paddy Common rice sells at 12 seers a rupee. Fodder and water sufficient.

Darjeeling—Rainfall at Darjeeling 02, Kurseong 08, Siliguri 10, Kalimpong nil Weather seasonable. *Hills—tori, phapor,* wheat, barley progressing Potatoes being sown *Terai*—reaping of mustard, potatoes doing well. Common rice sells as follows.—

				Srs.	
Hills	...	..		... 10	per rupee
Terai		.	..	... 14	

Bhutta sells at Darjeeling 18 seers and at Kalimpong 20 seers per rupee.

Rangpur.—Rainfall nil Weather seasonable Harvesting of *aman* still going on Lands are being prepared for *aus* and jute Fodder and water sufficient Common rice sells as follows —

				Srs.	
Sadar				... 12	per rupee
Gaibanda		.		. 12	
Kurigram	..	...	.	... 10	
Nilphamari	..		..	13	

Bogra—Rainfall at Sadar 0 13, elsewhere nil Harvesting of *rabi* pulses continue Lands being prepared for *aus* and jute. Rain wanted Fodder and water sufficient. Common rice sells at 13½ seers per rupee

Pabna.—No rain Weather seasonable Prospects of crops fair Rain wanted badly for *rabi* crops and next year's agricultural operations Prices stationary.

Dacca—Rainfall nil Weather seasonable Prospects of crops fair Fodder available No cattle-disease Common rice 11 seers per rupee

Mymensingh—Rainfall at Sadar 0 03 Weather cloudy Prospects of standing crops fair. Transplantation of *boro* paddy finished Common rice sells as follows —

				Srs.	
Sadar	.	..		10	per rupee.
Jamalpur	..	...	...	10	
Kishorganj	.		.	$11\frac{5}{16}$	
Tangail		.	.	10½	
Netrakona	...	...	.	$11\frac{5}{16}$	

Faridpur.—No rain. Weather seasonable State and prospects of crops continue satisfactory, but rain is needed Coarse rice sells at 12 seers per rupee.

Backergunge—Rainfall nil. Weather seasonable Prospects of crops good. Fodder and water sufficient No cattle-disease reported Common rice sells at 11½ seers (new *aman*) per rupee

Tippera.—No rain Days warm, nights and mornings cool Prospects of crops indifferent owing to want of rain Water and fodder sufficient Common rice sells at 12 seers per rupee

Noakhali.—Rainfall nil. Prospect of crops fair Rain wanted Cultivation of lands for *aus* commenced Fodder and water sufficient. Cattle-disease reported at Lakhmipur Price of common rice 12 seers per rupee

Chittagong.—No rain Harvesting of winter rice completed. Outturn 12 annas. Water and fodder insufficient. Common rice 12½ seers per rupee.

Patna.—Rainfall at Sadar 1 14, Bihar 0 65, Dinapore 1·16, Bikram 0·86, Hilsa 0·50, Barh 0 55 Threshing of paddy continues *Rabi* crops doing well The weather has been cloudy and it rains off and on No cattle-disease Common rice sells in Patna at 15 seers per rupee.

Gaya —Rainfall at Sadar 82, Jahanabad 93, Aurangabad 24, Nawadah 44 *Rabi* doing well Poppy in flowers Common rice selling at 12 seers per rupee.

Shahabad.—Rainfall at Sadar 1 13, Buxar 1·17, Bhabhua 1 75, Sasaram 0 87, Dehri 0 67 Weather cloudy and cold Rainfall is reported to be unfavourable to the *rabi* crops. Pressing of sugarcane is in progress Fodder and water sufficient Rice 13 seers a rupee at Sadar

Saran —Rainfall at Sadar 0 89, Siwan 0 43, Gopalganj 0·44 Weather cloudy and rainy Standing crops doing well Bright sunshine needed Fodder and water sufficient Prices of common rice and *makai* are 14¼ and 22½⅞ seers respectively

Champaran.—Rainfall at Motihari ·26, Bettiah 37. Prospects of standing crops good Fields are being prepared for *bhadoi* crops in some places Fodder and water sufficient Prices of common rice and maize at Sadar are 15 and 26¾ seers per rupee respectively.

Muzaffarpur.—Rainfall at Sadar 0 17, Hajipur 86 and Sitamarhi 09. Prospects good so far Fine weather much needed Prices are—Common rice 14 seers, wheat 11 seers, barley 20 seers, maize 23 seers, gram 15 seers, *arhar* 14 seers, and *marua* 23 seers a rupee

Darbhanga —Rainfall at Sadar nil. Samastipur 0 46, Madhubani 0 08 *Rabi* doing well Fodder and water sufficient No cattle-disease reported Common rice sells as follows —

	Srs	
Sadar	15⅜	per rupee
Samastipur	15	
Madhubani	16¼	

Monghyr —Rainfall at Monghyr 0 20, Begusarai 11, Jamui nil Weather seasonable and occasionally cloudy Wheat crop much damaged by caterpillars and *harda* in Begusarai subdivision Prospects of opium not very good. Common rice sells as follows —

	Srs	
Sadar .	14	per rupee
Begusarai	14	
Jamui ...	13	

Bhagalpur.—Rainfall at Bhagalpur 0 13, Banka nil, Madhipura 0 09, Supaul 0 12 Weather cloudy *Rabi* presents good prospects Prices rising Fodder and water sufficient No cattle-disease

Purnea.—Rainfall at Purnea 9 04, Kishanganj and Arana nil Weather seasonable Prospects of *rabi* crops favourable Mustard being harvested Pressing of sugarcane and manufacture of molasses going on Lands are being prepared for jute and *bhadoi* crops Fodder and water sufficient Condition of cattle good Common rice sells as follows —

	Srs.	
Sadar	15	per rupee
Kishanganj . .	14	
Arania	16	

Malda.—Report not received

Sonthal Parganas.—Average rainfall 11. Weather seasonably cool. Prospects of *rabi* favourable No cattle-disease reported Fodder and water-supply sufficient Rice sells at 15 and maize 20 seers per rupee

Cuttack —Rainfall nil Weather seasonable *Guru sarad*, sugarcane and *rabi* being harvested *Dalua* and tobacco growing Condition of cattle good Fodder and water sufficient Common rice sells as follows —

	Srs	ch	
Sadar	13	12	per rupee
Jajpur	17	1	
Kendrapara ..	15	12	
Banki .. .	15	12	

Balasore —Rainfall nil Harvesting of *kandha*, *sarad*, *rabi* and cotton continues Sugarcane being pressed *Dalua* growing well Rice sells at 16, 14 and 17 seers per rupee in interior, Balasore and Bhadrak, respectively Fodder and water sufficient.

Angul.—Rainfall at Sadar ·68 Lands are being ploughed for sugarcane Common rice sells at 20 and 14 seers per rupee in Angul and Khondmals respectively Fodder and water sufficient

Puri.—Rainfall nil. Weather seasonable Lands being ploughed for *sarad* paddy of the coming year Harvesting of *kulthi* and *arhar* continues *Mung*, *dalua* paddy, oilseed and other miscellaneous crops doing well Pressing of sugarcane in progress Fodder and water-supply sufficient. Common rice sells as follows.—

	Srs	ch	
Sadar	13	2	per rupee.
Khurda	15	12	
In the interior	17	1	

Hazaribagh.—Rainfall at Sadar 1 14, Giridih ·15 Weather seasonable Fodder and water sufficient Poppy progressing favourably Common rice sells at Sadar at 13 seers and at Giridih at 12½ seers per rupee No cattle-disease reported.

Ranchi.—Rainfall 1·24 Weather cloudy. Ploughing continues State of *rabi* crops good Average price of common rice is 17 seers per rupee No cattle-disease reported Fodder and water sufficient

Palamau.—Rainfall 0·90 Weather cloudy and raining The rain has been injurious to *rabi* crops. Fodder and water sufficient. Rice selling at 13¾ seers per rupee at Sadar

Manbhum.—Rainfall nil Weather seasonable Prospects of crops on ground good Fodder and water sufficient Cattle-disease reported from thanas Purulia, Para and Jhalda Average price of common rice at Sadar 13 seers 11 chitaks and at Gobindpur 12 seers per rupee Supply sufficient.

Singhbhum.—Rain nil Average price of rice is 15½ seers in the district

General Summary.—A few showers have fallen in Bihar and some of the districts of Chota Nagpur and Bengal Proper In Shahabad and Palamau the rainfall is reported to be unfavourable to the *rabi* crops Rain is needed in Faridpur, Bogra and Pabna Threshing of winter-rice and pressing of sugarcane going on Ploughing for jute and *bhadoi* is beginning. Poppy doing well except in Monghyr Fodder and water sufficient except in Chittagong and Chuadanga Cattle-disease reported from two districts only The price of common rice has risen in 15 districts, fallen in 5, and is stationary in the rest

By order of the Lieutenant-Governor of Bengal,

F. A. SLACKE,

Secretary to the Govt. of Bengal.

REVENUE DEPARTMENT,

The 12th February 1901.

STOCKS OF RICE IN AND AROUND CALCUTTA

No. 121 Statistics.—The following is published for general information.

F. A. SLACKE,
Secy. to the Govt. of Bengal.

Statement showing the Stocks of Rice in and around Calcutta during February 1901

NAMES OF MARTS	Stock in hand as compiled on—												
	1st week of Feb 1900	1st week of March 1900	1st week of April 1900	1st week of May 1900	1st week of June 1900	1st week of July 1900	1st week of Aug 1900	1st week of Sept. 1900	2nd week of Oct. 1900	2nd week of Nov 1900	1st week of Dec. 1900	1st week of Jan 1901	1st week of Feb 1901.
	Mds	Mds	Mds.	Mds	Mds	Mds	Mds	Mds	Mds.	Mds	Mds.*	Mds.	Mds.
Balliaghata	3 11 000	4,18,000	9,56,000	9 25,000	5 38,000	7 72,000	5 99 000	5,48,000	4,38,000	3,55 000	3 68,000	2 06,000	4 06,500
Ultadanga	45 500	61,300	93,500	91 500	98,000	89 300	82,400	66,500	48,000	34,500	24 100	28,500	40,000
Chitpur, Golabaree Kumartooly Hatkhola, and Gulpi Ghat	2 73,500	2 79 900	3 10,500	2,94,000	2,69 500	2 66,500	2,67 500	2,67,500	2 11 500	1 68,700	1 32,300	1,45 900	2,10,000
Pathuriaghatta, Posta, and Jorabagan	6,300	8,100	5,900	5 400	4,000	8,000	3,300	3,400	3,600	2,500	2,500	3,700	6,400
Tallygunge, Chetla, Kidderpore, and Munshiganj	2,80,000	2 69 500	2 62 500	2 14 700	1 99 000	1 72 500	1 70,600	1,64,200	95 000	61 7 0	43 900	59 600	1 32,300
Minor bazars(1)	2 40 000	2 40 000	2 40,000	2,40 000	2,40 000	2 40,000	2,40,000	2,40 000	2,40 000	2 40,000	2 40 000	2,40 000	2 41,000
Other retail shops(1)	2,50,000	2,50 000	2,50 000	2,50,000	2,50,000	2,50,000	2 50,000	2,50,500	2,50 000	2,55,000	2,50,000	2 50,000	2,55,000
Ramkristopur*	1,56,500	1,63,200	2 72,000	2,49,000	2,07,500	1,80,000	1,38,500	1,28,000	99,500	86,565	76,800	66,300	1,86,800
Baidyabati, Nawabganj, Bhadreswar and Chandernagore.†	4,994	8,000	4,575	1,375	1,150	1 531	1 109	4,485	775	3,592	6,408	4,025	5,087
Total	14,87,794	16,84,900	23,94,975	22,70,875	20,87,150	19,94,581	17 52 400	18,56,925	13,66,375	13,11,402	10,42,600	10,23,525	14,54,757
On Railway premises on both sides of the river ‡	74,018 (on 3rd Feb 1900)	56 947 (on 3rd March 1900)	27,226 (on 3rd April 1900)	14,093 (on 3rd May 1900)	19 465 (on 3rd June 1900)	29 197 (on 3rd July 1900)	5 795 (on 3rd August 1900)	6,039 (on 3rd Sept. 1900)	6 469 (on 13th Oct 1900)	9,349 (on 5th Nov 1900.)	36,140 (on 3rd Dec. 1900)	51,058 (on 4th Jan. 1901)	37,519 (on 3rd Feb. 1900.)
On boats not yet unloaded—													
By Port Commissioners' returns.	54,305 (1st to 3rd Feb. 1900.)	53 233 (1st to 3rd March 1900)	40 923 (1st to 3rd April 1900)	23,420 (1st to 3rd May 1900)	7,418 (1st to 3rd June 1900)	32 667 (2nd to 4th July 1900)	28,913 (1st to 3rd August 1900.)	25 001 (1st to 3rd Sept 1900)	32,689 (11th to 13th Oct. 1900)	36,396 (3rd to 5th Nov 1900.)	39,804 (1st to 3rd Dec. 1900)	32,768 (2nd to 4th Jan. 1901)	48,866 (1st to 3rd Feb 1901.)
By Canal returns	1,33,549 (1st to 3rd Feb 1900.)	1 62,637 (1st to 3rd March 1900)	75 956 (1st to 3rd April 1900)	48,063 (1st to 3rd May 1900)	32 140 (1st to 3rd June 1900)	38 907 (2nd to 4th July 1900)	73 466 (1st to 3rd August 1900)	46 650 (1st to 3rd Sept 1900)	19,715 (on 11th to 13th Oct. 1900)	48,554 (3rd to 5th Nov 1900.)	31,702 (1st to 3rd Dec. 1900.)	34,531 (2nd to 4th Jan. 1901)	1 83,749 (1st to 3rd Feb. 1901.)
Grand Total of Stocks	17 49 666	19,57 717	25,78,980	23,56,4,0	21 46 170	20,85,193	19 60 583	17,55,716	14,45,218	13,66,601	11,50,386	11,61,868	17,88,871

(1) Estimated as a constant quantity
* This mart is in the Howrah district, and the figures have been obtained by local enquiry.
† Figures furnished by the Collector of Hooghly
‡ Figures furnished by the Railway authorities.

STATISTICAL DEPARTMENT,
The 12th February 1901.

F. A. SLACKE,
Secy. to the Govt. of Bengal.

Abstract of the Results of Meteorological Observations taken at the Alipore Observatory in the month of January 1901

	Inches	Date.	Hour.
The mean pressure of the month	30·045		
The average pressure of January from 24 years' registers ...	30 014		
The highest pressure in the month	30 230	12th	10
The lowest pressure in the month	29 887	30th	16
The range of pressure	0 343		
	Hours.		
The total number of hours of bright sunshine during the month	221·9		
The maximum possible number of hours of sunshine ...	337 3		
The mean temperature of the month	63 8		
The average temperature of January from 24 years' registers	67·7		
The highest temperature in the month	80 3	27th	
The lowest temperature in the month	50 1	25th	
The range of temperature during the month	30·2		
The mean daily range of temperature	18 5		
The greatest range of temperature in one day .. .	25 7	25th	
	Per cent.		
The mean humidity of the month	78		
The average humidity of January from 24 years' registers ...	71		
	Inches		
The mean vapour tension of the month ...	0·452		
The average vapour tension of January from 9 years' registers	0 467		
The mean cloud proportion of the month	2·84		
The average cloud proportion of January from 24 years' registers	1 36		
	Inches.		
The total rainfall of the month	1 31		
The total rainfall indicated by a Beckley's self-registering rain-gauge (mouth of the gauge about 52 feet above the ground)	1 23		
The average fall of January from 48 years' registers ...	0 43		
The greatest fall in 24 hours ...	0 51	5th	
	Day.		
The number of rainy days in the month	6		
The average number of rainy days in January from 24 years' registers ..	2		
The mean maximum equilibrium temperature of solar radiation during the month	124 5		
The mean difference of sun and air temperatures ...	50 5		
The greatest sun temperature ...	133 8	16th	
The greatest excess of sun over air temperature .	60 4	6th	
The mean temperature of the nocturnal radiation thermometer on woollen cloth	51 3		
The mean depression of the nocturnal radiation thermometer below the minimum air temperature at 4 feet above the ground	4 1		
The greatest depression of the nocturnal radiation thermometer below the minimum air temperature	6 0	24th	
	Miles.		
The mean movement of the wind per day	79·3		
The greatest movement of the wind in one day	145·0	19th	
The greatest movement of the wind in one hour ...	14·0	1st 2 to 3 P M.	

The number of hours with winds from each of the 8 points—
N 253, N.E. 71, E 33, S E 25, S 2, S.W. 17, W. 47, N W. 204, Calm 92

The results of observations at the Alipore Observatory are not rigorously comparable with the registers of past years (at the Park Street Observatory). The barometer is about 3 feet higher at Alipore, and, other things being equal, reads therefore 003 lower. The diurnal range of temperature is also greater at Alipore, and the mean temperature apparently about 2 5 lower, and, finally, the thermometer, which furnished the record of temperature at the Surveyor-General's Office during 20 years and upwards, is found to read 0 6 higher than the Kew Standard thermometer, which is the standard of reference at the present Observatory.

G. W. KÜCHLER,
For Meteorological Reporter to the Govt. of India, and Director-General of Indian Observatories.

METEOROLOGICAL OFFICE, GOVT. OF INDIA,
Alipore (Calcutta), the 11th February 1901.

Meteorological Report of the Province of

Meteorological Division	Division	District	Representative stations	Air Pressure: Highest 8 A.M. barometer reading	Air Pressure: Lowest 8 A.M. barometer reading	Air Pressure: Mean 8 A.M. reduced to 32°	Air Pressure: Mean reduced to sea level and constant gravity, Lat 45°	Air Pressure: Variation from normal mean	Wind: Mean direction at 8 A.M.	Wind: Mean velocity in miles daily	Temperature: Highest of month	Temperature: Lowest of month	Temperature: Mean daily maximum temperature	Temperature: Mean daily minimum temperature	Temperature: Mean daily temperature	Temperature: Variation from normal mean
South-West Bengal	Burdwan	Burdwan	Burdwan	30·108	29 913	30 015	30·069	+ 024	N9°W	39	81 3	50·0	74·5	55 5	65 0	—1 6
			Raniganj	29 864	29 668	29 758	30·064	—	N30°W	23	79 4	49·2	72·8	54 0	63 4	—2·8
		Birbhum														
		Bankura	Bankura	29 881	29 671	29 761	30 051	—	N27°W	17	79 6	49 6	72 7	55 1	64 9	—2 9
		Midnapore	Midnapore	30 061	29 856	29 960	30 005	+ 014	N	(a) 30	80 3	50 2	74 0	55 3	64 7	—3 5
		Hooghly														
		Howrah														
	Presidency	24 Parganas	Saugor Island	30 165	29 956	30·072	30·042	+·014	N10°E	199	80 0	50 0	75 5	56·9	66 2	—1 6
		Calcutta	Calcutta	30·193	29·996	30 093	30 061	+ 023	N1°E	81	80 1	50 1	73 8	55 4	64·7	—1 6
		Nadia	Krishnagar	30 186	29 970	30·076	30 075	—	N41°W	61	80 5	46 0	74 3	53 3	63 8	—1 0
		Murshidabad	Berhampore	30 152	29 918	30 043	30 003	+ 021	W	18	78 5	47 1	72 9	53 7	63 3	—1 8
		Jessore	Jessore	30 158	29 973	30 063	30 049	+ 021	N9°E	33	79 6	46 1	73·6	53 5	63 6	—2 1
		Khulna														
North Bengal	Rajshahi	Rajshahi	Rampur Boalia	30·143	29 919	30·034	30 057	+ 021	N39°W	58	77 5	47 3	72 0	53 0	62 5	—0 4
		Dinajpur	Dinajpur	30 071	29 860	29 964	30 052	+ 022	N63°W	106	76 3	43 9	71 2	48 2	59 7	—2 6
		Jalpaiguri	Jalpaiguri	29 924	29 708	29·811	30 072	+ ·036	N10°W	29	75 4	46 1	70 3	50·2	60 3	—1·7
		Darjeeling	Darjeeling	23 134	22 [illegible]	23 009	—	+ 031	S54°E	72	48 8	28 4	42 0	32·8	37 3	—2 5
		Cooch Behar	Cooch Behar	30·075	29 844	29 951	30 075	—	N89°E	33	75 3	45 7	70 8	50 5	60 7	—
		Rangpur	Rangpur	30·068	29 8[illegible]	29 971	30 057	+ 023	N3°E	71	76 5	44 3	(d) 71 1	(d) 49 2	(d) 60 3	—1·6
		Bogra	Bogra	30 146	29 [illegible]	30 033	30·049	—	?	?	78 3	46 2	73 9	51 9	62 9	—0 8
		Pabna	Sirajganj	30 146	29 [illegible]	30 040	30 041	+ 014	N33°W	10	77 8	47 4	73 6	52 4	63 0	—0 4
East Bengal	Dacca	Dacca	Narayanganj	30 157	29 961	30 065	30 041	+ 009	N15°W	70	80 4	48 2	74 7	54 6	64 6	—2 6
		Mymensingh	Mymensingh	30 125	29 92	30 024	30 030	+ 003	N45°W	9	77 3	47 4	73 4	52 3	62 9	—0 6
		Faridpur	Faridpur	30 160	29 943	30 058	30 054	+ 016	N8°W	25	81 7	47 0	74 9	52 6	63 8	+0 2
		Backergunge	Barisal	30 172	29 977	30 077	30 037	+ 019	N25°W	50	81 3	49 2	75 8	54 7	65 3	—0 5
	Chittagong	Tippera	Comilla	30 150	29 9[illegible]	30 061	30·046	—	N17°W	42	83 4	47 1	77 7	52 2	65 0	—0 7
		Noakhali	Noakhali	30 128	29 960	30 043	30 035	—	N9°E	58	88 8	44 1	79 5	50·9	65 2	+0 2
		Chittagong	Chittagong	30·077	29 885	29 995	30 036	+ 012	N27°E	73	84 4	45 6	79·3	54 4	66 9	+0·3
		Chittagong Hill Tracts.														
Bihar	Patna	Patna	Bankipore	30·052	29 831	29 931	30 078	+ 020	S58°W	80	74 4	45 4	68 3	51 3	59 8	—1 5
		Gaya	Gaya	29·821	29 6[illegible]	29 725	30 081	+0·19	N40°W	151	75 3	40 9	69 4	52 0	60 7	—3·9
		Shahabad	Dehri	29·845	29 671	29·750	30 081	+ 028	S28°W	109	76 5	50 1	68 0	54 1	61 5	—4 1
			Buxar	29·974	29 761	29 878	30 090	+·036	S53°W	116	76 0	46 1	68 7	51 3	60·0	—2 1
			Arrah	29 998	29 802	29 908	30 064	—	S76°W	46	74 9	40 0	68 5	51 1	59·5	—1·8
		Saran	Chapra	30·012	29 801	29 923	30 072	—	S53°W	59	75 1	46 1	69 2	50·2	59·7	—2 1
		Champaran	Motihari	30 002	29 813	29 899	30 097	—	N21°W	68	74 0	41 9	68 2	48·1	58 2	—1·7
		Muzaffarpur	Muzaffarpur	30·040	29 846	29·948	30·087	—	N63°W	26	73 2	40 5	68 3	50 3	59 3	—
		Darbhanga	Darbhanga	30·044	29 840	29·935	30 067	+ 021	N46°W	78	73 0	47 5	68 6	52 5	60 6	—1·6
	Bhagalpur	Monghyr														
		Bhagalpur	Bhagalpur	30·052	29 866	29 956	30 078	+ 049	S63°W	45	74 8	45 6	69 8	51 7	60 8	—1 5
		Purnea	Purnea	30 077	29 880	(b) 30 001	(b) 30 090	+·047	N49°W	56	74 7	46 1	(b) 69 7	(b) 49 4	(b) 59 6	—1 8
		Malda	Malda	30 152	29 955	30 040	30 069	—	N56°W	45	76 8	45 8	70 9	51 4	61·2	—
		Sonthal Parganas	Naya Dumka	29 701	29 518	29 598	30 052	+·028	N50°E	19	76 6	46 4	70 5	52 3	61 4	—3·3
Orissa	Orissa	Cuttack	Cuttack	30 119	29 887	30 018	30 045	+ 012	N45°E	37	85 4	56 1	79·7	61 6	70 6	—1 6
			False Point	30 175	29 943	30 074	30·038	+ 008	N4°W	130	83 4	53·0	76 9	58·7	67·9	—1·1
		Balasore	Balasore	30·176	29·900	30 071	30·067	+ 033	N10°W	57	83 4	49 4	76·2	56 6	66 4	—1 5
			Shortt's Island													
		Puri	Puri	30 160	29 940	30 072	30 035	—	N18°E	194	83·7	57 6	79 3	62 9	71·1	—
			Gopalpur	30 171	29 938	30 007	30 028	—	N22°W	210	83 2	58 1	79 7	64 8	72·3	—
Chota Nagpur	Chota Nagpur	Hazaribagh	Hazaribagh	28 117	27·906	28 023	30 087	+ 009	N81°W	153	75 7	44 7	66 8	50 1	58 5	—3·2
		Ranchi	Ranchi	27·983	27 794	27 896	30 060	+·010	N53°W	112	74 8	45 6	67 2	50 0	58 6	—3·3
		Palamau	Daltonganj	29 460	29·211	29 303	30 101	—	S12°W	75	78 8	41 5	71·0	48 1	59·6	—
		Manbhum	Purulia	29·178	29 351	29 260	30 071	—	S45°E	16	78·8	?	71·2	?	?	—
		Singhbhum	Chaibassa	29 413	29 186	29 312	30 066	—	N9°W	21	79 5	50·1	73 0	55·7	64 4	—3·3
Assam	......	Sibsagar	Sibsagar	29·886	29·647	29 771	30·085	— 001	N27°E	58	71·3	45·1	68 0	50 5	59·3	—0·6
		Goalpara	Dhubri	30 101	29 884	29 982	30·080	+·009	N60°E	72	75·7	48 0	70·6	51 5	61·1	—2·5
		Cachar	Silchar	30 110	29·902	30·001	30·064	+·018	Calm	17	82 3	45·7	77 5	51·7	64·6	—0·2

(a) Mean of 18 days. (b) Mean of 29 days. (c) Mean of 26 days. (d) Mean of 30 days. (e) Mean of 27 days.

Bangal for the month of January 1901.

Humidity: Mean, 8 A.M.	Humidity: Variation from normal mean.	Cloud: Mean cloud amount, 8 A.M.	Cloud: Variation from normal mean, 8 A.M.	Rain fall	District Observations — Rainfall — Of month: Mean of district.	Of month: Normal mean.	Of month: Variation from mean	Of month: Number of rainy days.	Of month: Normal mean number of rainy days	Since 16th October 1900: Mean of district	Since 16th October 1900: Normal mean	Since 16th October 1900: Variation	Since 16th October 1900: Mean number of rainy days	Since 16th October 1900: Normal mean number of rainy days.	DISTRICT.
85	+8	(a) 3·7	+2·1	1·02	0·93	0·41	+0·52	3·60	0·80	1·04	2·53	−1·49	4·20	3·27	Burdwan.
84	—	3·4	—	0·64											
					0·96	0·48	+0·48	3·00	0·87	0·98	2·37	−1·39	3·00	3·48	Birbhum.
81	—	4·0	—	1·90	1·82	0·35	+1·47	5·00	0·82	2·26	2·39	−0·13	5·70	3·55	Bankura.
[illegible]	—	3·4	—	3·38	2·84	0·35	+2·49	5·50	0·69	3·20	3·37	−0·17	6·17	3·69	Midnapore.
					1·33	0·25	+0·08	5·33	0·89	1·01	2·79	−1·18	6·83	3·80	Hooghly
					1·48	0·37	+1·11	3·00	0·78	1·76	2·64	−0·88	4·00	3·95	Howrah
90	+2	(c) 2·8	+0·5	0·61	2·73	0·42	+2·31	6·50	0·90	3·19	3·88	−0·69	7·35	4·50	24-Parganas.
85	+1	3·1	+1·2	1·51	1·31	0·60	+0·71	3·00	0·72	1·37	3·41	−2·04	3·00	4·08	Calcutta.
85	—	3·5	—	0·74	0·64	0·34	+0·30	2·60	0·70	0·56	2·97	−2·41	2·60	3·46	Nadia.
88	+8	(d) 3·1	+1·4	0·65	0·74	0·45	+0·29	2·29	0·86	0·74	2·61	−1·87	2·29	3·37	Murshidabad
87	+4	(c) 2·4	+0·5	0·51	0·47	0·42	+0·05	2·25	0·50	0·56	3·56	−3·00	2·70	4·09	Jessore.
					0·37	0·50	−0·13	1·00	0·96	0·55	3·82	−3·27	2·00	4·71	Khulna.
86	—	2·2	—	0·66	0·43	0·46	−0·03	1·80	0·85	0·43	2·11	−1·68	1·80	3·00	Rajshahi
94	—	(c) 3·1	—	1·00	0·92	0·49	+0·43	2·50	0·86	0·97	1·79	−0·82	2·75	2·78	Dinajpur
95	—	(f) 1·9	—	[illegible]	0·63	0·61	+0·02	2·77	1·23	0·63	2·29	−1·66	2·77	3·33	Jalpaiguri.
89	+15	(c) 5·5	+0·4	1·03	1·31	0·86	+0·45	3·25	1·40	1·40	3·88	−2·39	3·58	4·56	Darjeeling.
94	—	(a) 3·6	—	0·81	0·75	0·46	+0·29	3·00	0·97	0·75	2·41	−1·60	3·00	3·11	Cooch Behar.
(d) 94	—	(h) 1·0	—	0·55	0·71	0·48	+0·23	2·50	0·86	0·71	2·16	−1·45	2·50	2·42	Rangpur
85	—	(h) 2·1	—	0·12	0·17	0·41	−0·24	0·75	0·85	0·17	2·68	−2·51	0·75	3·04	Bogra
92	—	(l) 1·5	—	0·05	0·60	0·39	+0·21	1·00	0·95	0·60	2·75	−2·15	1·00	4·17	Pabna
89	+7	(l) 5·1	+3·5	0·30	0·22	0·41	−0·19	1·00	1·06	0·33	3·70	−3·3[illegible]	1·60	4·82	Dacca
90	—	?	—	0·33	0·41	0·40	+0·04	0·67	0·94	0·44	2·93	−2·49	0·67	3·03	Mymensingh.
91	—	2·3	—	0·76	0·43	0·44	−0·01	1·00	0·38	0·65	3·43	−2·78	1·66	4·30	Faridpur
88	—	2·6	—	0·23	0·21	0·47	−0·26	0·83	0·92	2·30	4·50	−2·20	2·33	5·19	Backergunge.
77	—	2·2	—	0·36	0·36	0·41	−0·05	0·80	0·96	1·08	3·95	−2·87	2·25	5·04	Tippera.
90	—	2·7	—	0·03	0·08	0·47	−0·39	0·25	0·81	1·53	5·77	−4·24	2·50	5·34	Noakhali.
84	−4	2·3	+0·6	0·03	0·01	0·49	−0·48	0·00	0·58	0·66	6·19	−5·53	1·80	6·16	Chittagong
					Nil	0·51	−0·51	0·00	0·68	0·48	5·05	−4·57	3·00	6·44	Chittagong Hill Tracts.
90	+11	4·2	+2·1	2·26	1·91	0·65	+1·26	3·17	1·28	2·31	2·03	+0·28	4·50	2·86	Patna
87	+22	(b) 4·6	+2·4	3·20	2·83	0·64	+2·19	3·75	1·20	3·99	1·77	+2·22	5·33	2·85	Gaya
83	—	4·2	—	3·20											
84	—	(b) 4·9	—	2·64	2·32	0·67	+1·65	3·00	1·19	4·00	2·29	+1·71	6·17	2·96	Shahabad.
90	—	(b) 2·7	—	2·29											
91	—	3·0	—	2·00	2·35	0·72	+1·63	4·83	1·49	2·75	2·08	+0·67	5·65	2·82	Saran
93	—	(e) 2·9	—	2·33	2·00	0·73	+1·57	4·55	1·37	2·91	1·90	+1·01	6·05	2·02	Champaran
92	—	(c) 2·8	—	2·01	1·71	0·74	+0·97	4·67	1·21	1·91	1·70	+0·12	5·47	2·44	Muzaffarpur.
93	+10	3·8	+2·6	2·38	1·69	0·78	+0·91	3·60	1·23	1·81	1·64	+0·17	4·00	2·36	Darbhanga.
					2·18	0·73	+1·45	3·60	1·03	2·04	1·72	+0·32	4·40	2·38	Monghyr.
88	—	4·1	—	1·57	1·51	0·72	+0·79	3·50	1·17	1·58	1·80	−0·22	3·66	2·55	Bhagalpur
(b) 91	+6	(i) 1·7	+0·3	1·29	0·93	0·58	+0·35	2·25	0·90	1·05	1·75	−0·70	3·65	2·25	Purnea
90	—	(i) 2·1	—	1·63	1·05	0·58	+0·47	2·00	0·84	1·05	2·07	−1·02	2·00	2·30	Malda.
88	—	4·0	—	1·46	1·32	0·46	+0·86	2·80	0·81	1·35	2·05	−0·70	2·92	2·71	Sonthal Parganas.
86	+8	3·8	+2·1	1·21	1·49	0·37	+1·12	2·57	0·63	2·50	5·55	−3·05	4·33	5·58	Cuttack
90	0	(d) 3·0	+0·6	2·13											
88	—	2·6	—	1·66	1·89	0·35	+1·54	2·79	0·66	2·12	3·91	−1·79	3·37	4·95	Balasore.
															Shortt's Island.
88	—	(b) 2·5	—	1·71	2·00	0·30	+1·70	2·33	0·52	4·53	7·46	−2·96	4·93	6·66	Puri.
85	—	(b) 1·2	—	1·08											
79	+19	4·9	+3·0	3·06	2·25	0·56	+1·69	4·00	1·23	3·25	2·25	+1·00	5·50	3·20	Hazaribagh.
80	—	4·5	—	2·95	3·80	0·63	+3·24	4·33	1·10	5·01	2·25	+2·76	5·83	3·64	Ranchi
88	—	(d) 2·8	—	3·63	3·69	0·70	+2·99	3·75	1·31	5·63	2·38	+3·24	6·50	3·45	Palamau.
80	—	3·9	—	3·05	3·42	0·49	+1·93	3·60	1·08	2·53	1·98	+0·55	3·33	2·46	Manbhum.
89	—	(d) 3·8	—	6·03	5·46	0·41	+5·05	4·75	0·99	5·53	2·58	+2·95	5·00	4·19	Singhbhum.
90	+2	?	?	1·54											Sibsagar
86	+2	(g) 4·0	+2·0	1·29											Dhubri.
93	+3	?	?	0·29											Cachar.

(f) Mean of 24 days. (g) Mean of 19 days. (h) Mean of 23 days. (i) Mean of 26 days. (k) Mean of 21 days. (l) Mean of 20 days.

Table of Rainfall recorded at stations

Meteorological Division.	Division.	District	Station	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
SOUTH WEST BENGAL.	Burdwan.	Burdwan																			0·10	0·01	
			Kalna		0·21	0·05	0·24	0·07					..						..		0·20	0·02	
			Burdwan	..	0·21	0·11	0·26	0·21	0·01											..	0·11	0·19	
			Katwa		0·06		0·21	0·04											0·08		0·33	0·05	
			Raniganj		0·58	0·04	0·44	0·17													0·12	0·25	..
			Mankur					0·05	0·28										0·02		0·07		
		Birbhum	Suri	..	0·38		0·12	0·07											0·02		0·35	0·02	..
			Hetampur		0·40		0·17	0·03													0·11	0·07	
			Rampur Hât																		0·31	0·03	
			Bolpur		0·28		0·27	0·03														0·04	
			Murarai	0·07	0·14																0·33	0·08	
			Labpur		0·30		0·18														0·44	0·09	
		Bankura	Bankura		0·38	0·32	0·46	0·21													0·31	0·10	..
			Vishnupur		0·46	0·30	0·40	0·29													0·34		
			Maliara		0·60	0·05	0·39	0·24													0·18		
			Khatra		0·53	0·44	0·66	0·28													0·26	0·04	
			Indas		0·54	0·15	0·25	0·27													0·1[illegible]		
			Kotalpur		0·38	0·30	0·45	0·04						..						0·42	0·13		
			Onda	0·14	0·13	0·00	0·15	0·24												...	0·32	0·04	
			Gangajalghati		0·48	0·09	0·55	0·11		..											0·01	0·03	
			Raipur			0·80	0·94	0·46				...									0·12	0·17	
			Sonamukhi		0·31	0·17	0·34	0·21													0·24	0·02	
		Midnapore	Contai											..		..					0·20		
			Tamluk			0·02	1·45	0·49						..		..					0·33		1·10
			Midnapore		0·39	0·29	1·00	0·87														0·36	..
			Ghatal		0·13	0·11	0·73	0·73													0·28		
			Kukrahaty																		0·65	0·19	
			Garhbeta			0·35	0·18	0·11													0·26	0·08	
			Panskura			0·03	1·17	0·61													0·35	0·04	
			Dantan		0·09		1·44	0·26													0·13	0·38	
		Hooghly	Serampore			0·15	0·19	0·63													0·15	0·14	
			Hooghly			0·10	0·36	0·28													0·31	0·17	..
			Arambagh (Jahanabad)		0·21	0·17	0·87	0·34					..								0·18	0·04	
		Howrah	Howrah		..	0·04	0·40	0·81													0·25	0·03	..
			Mohesreka			0·03	0·52	0·64													[illegible]	0·03	
			Ulubaria			0·07	0·60	0·50													0·32	0·18	
	Presidency	24-Parganas	Saugor Island				0·02	0·19					..								0·26		
			Diamond Harbour			0·10	1·00	0·44												0·25			
			Budge Budge			0·03	0·60	0·50													0·19		
			Canning Town					0·05													0·21	0·03	
			Alipore (Obsy.)			0·02	0·50	0·51				..	0·01								0·24	0·29	
			Barrackpore			0·26	0·21	0·64													0·35		
			Dum Dum				0·4	0·33												..	0·19	0·06	
			Barasat		..	..	0·0[illegible]	0·87			..										0·17	0·07	
			Basirhat				0·25	0·40													0·16	0·05	
		Nadia	Ranaghat		0·12	0·06	0·13	0·20													0·07	0·32	
			Krishnagar		0·05	0·03	0·16	0·11													0·02	0·15	
			Chuadanga		0·04	0·01	0·08	0·14													0·16	0·27	
			Meherpur																		0·07	0·15	..
			Kushtia				0·10	0·05													0·21	0·06	
		Murshidabad	Kandi	..	0·33		0·14	0·04													0·14	0·04	
			Berhampore		0·30		0·04												0·04		0·03	0·28	
			Lalbagh	0·45	0·34	0·01	0·02	0·03	0·02												0·04		
			Azimganj		0·18		0·04															0·23	
			Jangipur		0·50																	0·50	
			Lalgola	0·45																	..	0·40	
			Akriganj	0·16	0·13	0·01	0·01	..															
			Patkabari																		0·06	0·02	
			Dumkal		0·28			0·10													0·04	0·02	
		Jessore	Narail				0·03	0·15													0·06	0·16	
			Jessore			0·09	0·06	0·14													0·02	0·12	
			Jhenidah																			0·07	
			Magura				0·17	0·08													0·20	0·11	
			Bangaon		0·05	0·11	0·20	0·11											..		0·04		..
		Khulna	Satkhira				0·24	0·55								..					0·07		
			Bagerhat	..			0·09	0·19													0·05		
			Khulna									..					..				0·10		
			Kaliganj				0·63														0·23	0·02	
			Akipur				0·07	0·17						..							0·09		
			Dumuria				0·20							..				..		0·01	0·02		..
			Rampal	..		0·01	0·02														0·13		
			Kaloroa			0·02	0·52	0·59		..											0·12		
			Paikgachha				0·24	0·30	..										0·03				..
			Mollahat					0·06				...										0·17	
			Morrellganj					0·11													0·12		
			Tala				0·26	0·31														0·36	
NORTH BENGAL.	Rajshahi	Rajshahi	Boalia		0·30				..											..		0·23	
			Nator		0·21			..															
			Naogaon		0·23																0·18		
			Lalpur		0·11	..		0·07										..					
			Manda	0·15	0·30	..					..												
		Dinajpur	Mahadebpur	0·04	0·39																		
			Nithpur	0·55	0·31		..																
			Nawabganj		0·4[illegible]			...										0·02	0·08				...
			Gangarampur	0·35	0·[illegible]3						..								0·11			0·29	..
			Churaman	0·30	0·42													0·03	0·05				
			Raiganj	0·10	0·20								..						0·08	0·02			0·10
			Dinajpur	0·34	0·12					..			..				..						..
			Balurghat	0·28	0·47													0·48	0·12			0·22	
			Thakurgaon															0·20					
			Setabganj													..		0·24	0·14		...	0·00	..
			Ramganj	0·11	0·17													0·29	0·11			0·07	
		Jalpaiguri	Jalpaiguri		0·0[illegible]	0·01											0·51					0·12	
			Alipur Duar	0·11														0·37	0·16			0·11	
			Falakata							..								0·38	0·11				0·25
			Debiganj	0·0[illegible]	0·1[illegible]				0·0[illegible]			..						0·35				0·08	
			Bhagalpur (Nagrakata)		0·14				0·01								0·42	0·19			0·20	0·01	..
			Kalchini	0·14													0·6[illegible]	0·26			0·16		
		Darjeeling	Buxa	0·50													..	0·10	0·35			0·22	
			Siliguri	0·20											0·02			0·88	0·09			0·09	
			Darjeeling	0·0[illegible]	0·[illegible]8					0·0[illegible]								0·50	0·05			0·05	..
			Kalimpong		0·14												0·46	0·21				0·33	
			Mungpoo	0·02	0·[illegible]		..								0·12			0·02	0·33			0·31	
			Kurseong	0·0[illegible]	0[illegible]										0·02			0·53	0·00				
			Pedong	0·17	0·27																		...

in Bengal in January 1901.

21	22	23	24	25	26	27	28	29	30	31	Number of rainy days	Average number of rainy days.	Total rainfall for the month.	Average rainfall for the month	Heaviest fall during the month	Total rainfall from 16th Oct 1900 up to 31st Jan 1901	Average rainfall from 16th Oct up to 31st Jan	Station	District	Division.	Meteorological Division.
											3	0·60	0·68	0·37	0·34	0·89	2·78	Kalna	Burdwan	Burdwan	SOUTH WEST BENGAL
											3	0·77	1·03	0·46	0·26	1·23	2·75	Burdwan			
											3	0·76	0·61	0·30	0·21	0·64	2·68	Katwa			
											4	0·96	1·64	0·40	0·58	1·74	2·21	Raniganj			
											3	0·90	0·70	0·54	0·28	0·70	2·07	Mankur			
											3	0·92	0·94	0·45	0·37	0·94	2·53	Suri	Birbhum		
											3	1·00	0·99	0·49	0·40	1·01	2·22	Hetampur			
												0·96		0·54			2·54	Rampur Hât			
											3	0·60	0·92	0·42	0·31	0·93	2·18	Bolpur			
											1	?	0·25	?	0·14	0·25	?	*Morari*			
											3	?	0·88	?	0·32	0·88	?	*Labpur*			
											5	0·90	1·90	0·34	0·40	2·07	2·61	Bankura	Bankura		
											6	0·80	1·85	0·34	0·46	2·33	2·27	Vishnupur			
											4	0·87	1·83	0·38	0·60	1·84	2·11	Malhara			
											5	0·90	2·23	0·31	0·66	2·48	2·76	Khatra			
											5	1·00	1·51	0·38	0·54	1·61	1·96	Indas			
											4	0·64	1·33	0·42	0·45	1·53	2·49	Kotalpur			
											7	0·73	2·01	0·18	0·60	2·13	1·53	Onda.			
											4	1·00	1·80	0·47	0·57	1·78	2·34	Gangajalghati			
											4	0·30	2·78	0·17	[illegible]	2·78	3·43	Raipur			
											6	0·80	1·32	0·46	0·34	1·32	2·44	Sonamukhi			
												0·50		0·23			6·16	Contai	Midnapore		
											3	0·65	2·15	0·40	1·45	2·19	3·41	Tamluk			
											6	0·86	3·61	0·5[illegible]	1·00	4·22	3·45	Midnapore			
											5	0·79	2·06	0·[illegible]8	[illegible]	2·19	1·95	Ghatal			
												0·62		0·3[illegible]			2·88	Kukrahaty			
												0·70		[illegible]			2·45	Gurhbeta			
											3	?	2·26	?	1·17	2·57	?	*Panskura*			
											3	?	2·09	?	1·14	2·97	?	*Dantan*			
											5	0·93	1·48	0·37	0·63	1·73	3·19	Serampore	Hooghly		
											5	0·96	1·05	0·34	0·38	1·51	2·74	Hooghly			
											6	0·79	1·57	0·34	0·37	1·88	2·44	Arambagh (Jahanabad)			
											3	0·85	1·47	0·40	0·81	1·58	3·16	Howrah	Howrah		
											3	0·70	1·53	0·28	0·64	1·97	2·11	Mohearka			
											3	?	1·4[illegible]	?	0·60	1·65	?	*Uluberia*			
											3	0·7[illegible]	0·61	0·32	[illegible]	3·05	6·75	Saugor Island	24-Parganas	Presidency	
											4	0·92	1·80	0·40	1·00	1·80	3·64	Diamond Harbour			
											3	?	1·89	?	[illegible]	1·76	?	*Budge-Budge*			
											2	1·00	0·84	0·41	0·65	1·41	3·87	Canning Town			
											3	0·72	1·31	0·6	[illegible]	1·37	3·41	Alipore (Obsy.)			
											5	0·88	1·64	0·38	0·64	1·90	3·06	Barrackpur			
											3	0·92	1·42	0·46	0·84	1·4[illegible]	3·18	Dum Dum			
											3	1·04		0		[illegible]	3·43	Barasat			
											1	0·76	0·79	[illegible]	0·40	0·99	3·25	Basirhat			
											4	0·60	0·72	0·4	0·20	0·80	3·05	Ranaghat	Nadia		
											3	0·78	[illegible]	0·30	0·16	[illegible]	2·76	Krishnagar			
											3	0·61	0·44	0·28	0·1	0·4[illegible]	3·11	Chuadanga			
											2	0·76	0·43	[illegible]	0·27	0·43	2·66	Meherpur			
											2	0·90	0·37	[illegible]	0·15	0·37	3·28	Kushtia			
											3	0·96	0·77	[illegible]	0·33	0·77	2·61	Kandi	Murshidabad		
											2	1·01	0·58	0·54	0·30	[illegible]	2·51	Berhampore			
											3	0·55	[illegible]	0·25	0·31	0·77	2·48	Lalbagh			
											1	0·70	0·46	0·54	[illegible]	0·46	2·92	Azimganj			
											2	0·88	[illegible]	[illegible]	0·51	0·79	2·93	Jangipur			
											3	0·91	0·95	[illegible]	[illegible]	0·95	2·79	Lalgola			
											3	1·31	0·80	0·66	0·40	0·80	3·91	Akriganj			
												0·03		0·25			2·29	Patkabari			
											2	0·80	0·46	[illegible]	0·28	0·46	2·55	Dumkal			
											1	1·00	0·26	0·04	0·1	0·26	3·82	Narail	Jessore		
											2	0·88	0·51	[illegible]	0·16	0·78	4·33	Jessore			
												0·81		[illegible]			3·34	Jhenidah			
											1	0·67	0·32	[illegible]	0·17	0·32	2·99	Magura			
											5	0·62	0·78	0·35	0·20	[illegible]	3·25	Bangaon			
											2	0·88	0·43	0·43	[illegible]	[illegible]	3·38	Satkhira	Khulna		
											1	0·71	0·83	[illegible]	[illegible]	[illegible]	4·16	Bagerhat			
											Nil	1·21	[illegible]	[illegible]	0·05	0·19	[illegible]	Khulna			
											2	?	0·73	?	0·63	0·73	?	*Kaliganj*			
											2	?	0·40	?	0·29	1·58	?	*Nakipur*			
											1	?	0·35	?	0·26	0·35	?	*Dumuria*			
											Nil	?	0·06	?	0·03	0·96	?	*Rampal*			
											3	?	1·26	?	0·53	1·31	?	*Kalaroa*			
											[illegible]	?	0·06	?	0·30	1·94	?	*Paikgacha*			
											Nil	?	0·00	?	0·06	1·44	?	Mollahat			
											2	?	0·28	?	0·17	1·86	?	*Morellganj*			
											3	?	0·69	?	0·31	0·86	?	*Tala*			
											3	0·91	0·66	0·41	[illegible]	0·66	2·17	Boalia	Rajshahi.	Rajshahi	NORTH BENGAL.
											3	1·00	0·44	0·61	0·23	0·44	2·36	Nator			
											1	0·92	0·23	0·48	[illegible]	0·23	2·03	Naugaon			
											2	0·90	0·36	0·37	0·18	0·36	2·07	Lalpur			
											2	0·60	0·45	[illegible]	0·30	0·45	1·60	Manda			
												0·88		0·4[illegible]			1·92	Mahadebpur			
											2	?	0·86	?	0·55	0·80	?	*Nithpur*	Dinajpur		
												?		?			?	*Nawabganj*			
											2	?	0·98	?	0·51	0·98	?	*Gangarampur*			
											4	0·94	1·21	0·46	[illegible]	1·21	1·42	Churaman			
											3	1·05	0·70	0·64	[illegible]	0·88	1·48	Raiganj			
											3	0·89	1·00	0·45	0·42	1·00	2·[illegible]0	Dinajpur			
											2	0·80	0·75	0·39	0·47	0·75	1·74	Balughat			
											[illegible]	?	0·62	?	0·28	0·33	?	*Thakurgaon*			
												?		?			?	*Sitabganj*			
											4	?	0·75	?	[illegible]	[illegible]	?	*Ranganj*			
											2	1·04	0·53	[illegible]	[illegible]	[illegible]	3·10	Jalpaiguri	Jalpaiguri		
											3	0·83	0·74	[illegible]	[illegible]	0·74	2·34	Alipur Duar			
											3	1·56	0·78	[illegible]		[illegible]	1·68	Falakata			
											3	1·44	0·78	[illegible]	0·31	1·17	1·94	Dobiganj			
		0·03									2	?	0·64	?	0·35	0·70	?	*Bhagatpur* (*Nagrakatta*)			
											4	?	1·06	?	[illegible]	1·06	?	Kalchini			
0·05										0·05	4	2·69	1·79	1·24	0·65	4·[illegible]9	6·45	Buxa	Darjeeling		
											4	1·08	0·67	0·60	0·35	0·91	2·45	Siliguri			
			0·05								2	1·65	1·63	0·07	0·88	[illegible]	4·21	Darjeeling			
											2	0·19	0·93	0·94	0·50	[illegible]	2·[illegible]	Kalimpong			
		0·06									4	?	1·44	?	0·16	1·67	?	*Mungpoo*			
											5	?	1·80	?	0·62	1·79	?	*Kurseong*			
		0·19	0·17								5	?	1·41	?	0·73	1·08	?	*Padong*			

Table of Rainfall recorded at stations

Meteorological Division.	Division.	District	Station	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
NORTH BENGAL—*concluded.*	Rajshahi—*concluded.*	Tibet	Yatung																				
		Cooch Behar	Dinhatta	0·11	0·21	··	··	··									··	0·18	0·15	··		0·19	
			Cooch Behar	0·03	0·10													0·39	0·21				··
			Mickliganj	0·10														0·50		··			
			Mathabhanga	0·05	0·05			···									···	0·47	0·23		··	0·05	
			Fulbari	0·04	0·10													0·30	0·34			0·34	
		Rangpur	Bhawaniganj (*Gaibanda*)	0·09	0·38	··	··											0·01					··
			Rangpur	0·15	0·40		···											0·30					
			Peerganj					··						··				··					
			Kurigaon																			0·14	
			Gobindganj			··	0·18	0·20	··								··						
			Bagdogra (*Nilphamari*)	0·13	0·08				··				··			··		0·11	0·08			0·16	···
			Ulipur	1·37	0·38			··										0·04				0·15	
			Sundarganj	0·14	0·40			···										0·03				0·07	
		Bogra	Sherpur	0·09				···	··														
			Nowkhilla					···															
			Bogra		0·12			··															
			Panchbibi	0·13	0·32																		···
		Pabna	Pabna		0·02		0·06	0·06	···												0·03	0·38	·
			Serajganj		0·07																	0·58	
EAST BENGAL.	Dacca.	Dacca	Munshiganj			0·09	0·02	0·08														0·02	
			Dacca			0·01	0·08	0·11														0·01	
			Narayanganj			0·14	0·04	0·07														0·06	
			Manikganj										··									0·07	
			Jaydebpur		··			0·10	··													0·07	
		Mymensingh	Kishorganj		0·08		0·02	0·05	···													0·90	
			Atia (*Tangail*)		0·08		0·01	0·07														0·75	
			Mymensingh		0·05			0·08														0·25	
			Jamalpur																				
			Netrakona		0·03			··															0·31
			Subarnakhali			··																	
			Durgapur					··									···						
			Sherpur Town		0·09			···	··														
			Diwanganj																				
			Nalitabari	0·12																			
		Faridpur	Madaripur			0·06		0·06															
			Faridpur			0·08	0·12	0·04														0·14	
			Goalundo				0·22																
		Backergunge	Patuakhali					0·85	···			··									0·10	0·11	
			Pirojpur				0·02	0·32	···		··										0·07	0·02	
			Barisal					0·15			··										0·05	0·15	
			Gaurnadi				0·01	0·30					··				··				0·03		
			Bhola					0·08											··		0·02	0·03	··
			Doulatkhan	···		··		0·08													0·07	0·12	
			Bauphal												··						0·09	0·01	
	Chittagong.	Hill Tippera	Agartala				···																
		Tippera	Comilla			0·04		0·19	···												0·01	0·02	
			Chandpur			0·08	0·01	0·03					··								0·03		
			Brahmanbaria					0·47														0·05	
			Ramchandrapur					···			··											··	
			Nasirnagar																				
			Daudkandi	··				··														0·50	·
			Kasba							··													··
			Laksam			0·13		0·17															
		Noakhali	Noakhali				0·01														0·03		
			Fenny				··	0·03				·				··					0·02	0·01	
			Harishpur		··										··						0·02	0·05	
			Ramganj					0·18				··				··							··
			Chhagalnaya					0·02	··												0·04		
			Hatya																			0·18	
			Lakhmipur			···			··														
		Chittagong	Cox's Bazar			···	··	···					··										
			Chittagong																			0·04	
			Kutubdia					0·18															
			Satkania		···			0·04										··					
			Kodala					···															
			Fenoa					··															
			Mirsarai				··	··				··	··									0·09	
		Chittagong Hill Tracts	Rangamati					···	··	··			···										
			Bundarban					0·06	··													0·05	··
BIHAR	Patna.	Patna	Patna	1·48	0·12	··												0·57	0·09				
			Dinapore				··	0·01				··					0·08	0·41	0·02				·
			Bihar	1·70	0·23	···	0·04	0·72				··						0·30					
			Barh	1·45				0·65									0·10	0·22					
			Bikram	1·59	0·05		0·05	0·20				0·04				0·04		0·47					
			Hilsa	1·85				0·10										0·30					
		Gaya	Aurungabad	2·34	0·08		0·46											0·21	0·05			·	
			Gaya	2·60	0·14		0·10	0·06	··									0·19	0·05	·	0·06		·
			Nawada	2·50	0·44		0·09	0·15				0·03	···				··	0·19	0·04		0·03	·	
			Jahanabad	1·80	0·04		0·16	0·50				0·03	···					0·30	0·08	·		···	
			Arwal	3·10		0·11	0·35		··			··					0·08	0·26	0·05				
			Daudnagar	2·92	0·06		0·35											0·34	0·04			·	
			Sherghati	1·60	0·15		0·55	0·48				0·02						0·13	0·01				··
			Rajauli	1·09	··								··			0·15	0·20						··
			Pakri Barawan														0·17	··				··	
			Deo	1·90	0·05		0·50																
		Shahabad	Buxar	1·25	0·06		0·07	0·80									0·08	0·90					
			Dehri	2·80	0·08		0·47	0·07	··			0·01						0·30	0·07				··
			Bhabhua														0·15	0·83					
			Sasaram	1·79	0·05		0·32	0·20						···				0·45					···
			Arrah	1·51	0·05			···								0·35	0·44						·
			Mohanea				0·30										0·08	0·20				··	···
			Khari	1·40													0·06	0·20	0·43	··			···
			Ayuaon																				
			Ramnagar	1·37	0·18	··	0·15											0·51					···
			Koath	2·40			0·91						··					0·45					···
			Sikraul	1·37			0·20	0·25															
			Basseewan		0·24												0·38						
			Monoharpur	1·92	0·06		0·19	0·02	··			0·19						0·63	·	···			···
			Chausa	1·42	0·02			0·48	··				···		··		0·17	0·70	·				···

in Bengal in January 1901—*continued*

21	22	23	24	25	26	27	28	29	30	31	Number of rainy days.	Average number of rainy days.	Total rainfall for the month.	Average rainfall for the month.	Heaviest rainfall during the month.	Total rainfall from 16th Oct. 1900 up to 31st Jan. 1901.	Average rainfall from 16th Oct. up to 31st Jan.	Station.	District.	Division.	Meteorological Division.
												?		?			?	Yatung	Tibet	Rajshahi—concluded	North Bengal
											5	1·25	0·84	0·5	0·2	0·84	2·47	Dinhata	Cooch Behar		
											3	0·86	0·73	0·47	0·40	0·73	2·34	Cooch Behar			
											2	0·88	0·60	0·4	0·60	0·60	2·31	Mekliganj			
											2	0·88	0·84	0·38	0·47	0·84	2·62	Mathabhanga			
											4	?	0·12	?	0·81	0·92	?	*Falbari*			
											1	0·76	0·48	0·40	0·38	0·48	2·30	Bhawaniganj (*Gaibandha*)	Rangpur		
											3	0·86	0·85	0·61	0·40	0·85	3·14	Rangpur			
											Nil	?	Nil	?	Nil	0·18		*Pooreanj*			
												0·80		0·51			1·76	Kurigram			
											2	?	0·38	?	0·20	0·38	?	*Gobindganj*			
											3	0·90	0·56	0·5	0·10	0·56	2·12	Bardoura (*Nilphamari*)			
											3	1·00	0·94	0·33	1·37	0·94	1·45	Ulipur			
											2		0·04	?		0·04		*Sundarganj*			
											Nil	0·84	0·19	0·30	0·09	0·9	3·15	Sherpur	Bogra.		
											Nil	1·10	Nil	0·41	Nil	Nil	3·10	Nowkhilla.			
											1	0·85	0·12	0·47	0·12	0·12	2·58	Bogra			
											3	0·18	0·45	0·41	0·32	0·45	1·89	Parchhbibi			
											1	0·85	0·51	0·33	0·33	0·34	2·66	Pabna	Pabna.		
											1	1·04	0·63	0·4	0·38	0·65	3·63	Serajganj.			
											Nil	1·22	0·21	0·46	0·09	0·86	4·18	Munshiganj ...	Dacca	Dacca.	East Bengal
											1	0·81	0·21	0·38	0·11	0·34	3·12	Dacca			
											1	0·91	0·29	0·24	0·12	0·32	4·40	Narayanganj			
												1·04		1·48			3·50	Manikganj			
											1	1·30	0·17	0·18	0·10	0·30	3·16	Jaydebpur			
											1	1·20	1·09	0·5	0·10	1·12	3·18	Kishorganj	Mymensingh		
											1	0·96	0·86	0·15	0·7	0·86	2·93	Atia (*Tangail*)			
											1	0·85	0·33	0·11	0·25	0·33	3·21	Mymensingh			
											Nil	0·84	Nil	0·14	Nil	Nil	3·06	Jamalpur			
											1	0·65	0·34	0·11	0·31	0·34	3·76	Netrakona			
												0·80	Nil	0·3	Nil	Nil	2·87	Subarnakhali.			
											Nil	1·30	Nil	0·30	Nil	Nil	2·52	Durgapur			
											Nil	?	0·09	?	Nil	0·09	?	*Sherpur Town*			
											Nil	0·90		0·34	0·00		2·06	Diwanganj			
												?	0·12	?	0·12	0·12	?	*Nalitabari*			
											1	0·82	0·72	0·54	0·66	1·08	3·47	Madaripur	Faridpur		
											2	0·77	0·38	0·30	0·14	0·60	3·46	Faridpur			
											1	0·96	0·22	0·41	0·22	0·22	3·34	Goalundo			
											2	1·04	0·26	0·6	0·11	2·54	4·83	Patuakhali	Backergunge		
											1	0·93	0·23	0·5	0·12	1·00	4·48	Pirojpur			
											1	1·06	0·23	0·81	0·15	2·04	4·83	Barisal			
											1	0·60	0·34	0·31	0·30	1·14	4·03	Gaurnadi			
											Nil	1·00	0·08	0·4	0·08	4·55	4·31	Bhola			
											1	?	0·22	?	0·12	1·36	?	*Daulatkhan*			
											Nil	0·90	0·10	0·14	0·09	1·01	4·53	Bauphal			
											Nil	1·19	Nil	0·58	Nil	0·30	4·53	Agartala	Hill Tippera	Chittagong.	
											1	1·30	0·20	0·53	0·19	0·83	4·12	Comilla	Tippera.		
											1	0·94	0·45	0·44	0·33	1·35	4·05	Chandpur			
											1	1·25	0·52	0·60	0·47	0·64	3·83	Brahmanbaria			
											Nil	0·83	Nil	0·31	Nil	Nil	4·78	Ramchandrapur			
												1·00		0·39			3·49	Nasirnagar			
											1	0·90	0·50	0·21	0·10	0·50	3·64	Daudkandi.			
											Nil	0·80	Nil	0·28	Nil	Nil	4·19	Kasba.			
												0·60		0·30			3·54	Laksam			
											Nil	0·96	0·18	0·47	0·02	1·58	5·46	Noakhali	Noakhali		
											Nil	0·80	0·05	0·55	0·02	0·60	6·06	Fenny			
											1	0·80	0·07	0·43	0·05	2·41	6·84	Harishpur			
											1	0·80	0·16	0·42	0·18	1·51	4·28	Ramganj			
											Nil	?	0·06	?	0·04	0·24	?	*Chhagalnaya*			
											1	?	0·13	?	0·13	0·18	?	*Hatya*			
											1	?	0·60	?	0·60	0·60	?	*Lakhmipur*			
											Nil	0·76	Nil	0·56	Nil	0·70	6·58	Cox's Bazar	Chittagong		
												0·73		0·49			4·99	Chittagong			
												0·80		0·64			5·20	Kutubdia.			
											Nil	0·40	0·04	0·37	0·04	0·67	5·46	Satkania.			
												0·50		0·35			5·72	Kodala.			
												?		?			?	*Fenua*			
											Nil	?	0·09	?	0·09	0·82	?	*Mirsarai.*			
											Nil	0·88	Nil	0·51	Nil	0·49	5·05	Rangamati	Chittagong Hill Tracts.		
												?		?			?	*Bandarban*			
											3	1·23	2·36	0·65	1·48	2·50	2·14	Patna	Patna	Patna.	Behar.
											2	1·31	0·61	0·62	0·41	2·20	2·21	Dinapore			
											4	1·44	2·97	0·6	1·70	1·80	1·90	Bihar			
											4	1·12	2·23	0·55	1·45	2·47	1·85	Barh			
											3	1·38	2·43	0·62	1·58	2·65	2·03	Bikram			
											3	1·34	2·25	0·70	1·85	2·25	1·98	Hilsa.			
											3	1·30	3·14	0·60	2·34	4·40	1·75	Aurungabad	Gaya.		
											4	1·31	3·20	0·78	2·80	3·92	2·07	Gaya			
											4	1·13	3·27	0·66	2·50	3·64	1·79	Nawada			
											4	1·38	2·86	0·70	1·80	3·36	1·80	Jahanabad			
											4	1·40	2·90	0·79	2·10	3·56	2·08	Arwal			
											3	1·00	3·71	0·65	2·92	4·94	1·68	Daudnagar			
											5	1·40	3·12	0·72	1·80	4·25	1·68	Sherghati			
											3	0·90	1·44	0·54	1·09	2·53	2·01	Rajauli			
												1·30		0·57			1·07	Pakribarawan.			
											3	?	2·67	?	1·90	3·92	?	Deo.			
											3	1·62	2·61	0·72	1·23	3·61	2·51	Buxar	Shahabad.		
											3	1·12	3·20	0·62	2·20	4·24	2·33	Dehri			
												1·48		0·66			2·55	Bhabhua			
											4	1·58	2·81	0·51	1·77	4·08	2·17	Sasaram			
											3	1·60	2·35	0·71	1·51	3·18	2·05	Arrah			
											2	0·90	0·88	0·75	0·80	5·08	2·14	Mohania.			
											2	?	1·18	?	1·40	3·16	?	*Khari*			
											2	?	3·07	?	1·64		?	*Agaon*			
											4	?	2·21	?	1·37	2·81	?	*Ramnagar.*			
											3	?	3·16	?	2·40	4·31	?	*Koath*			
											4	?	2·40	?	1·37	3·3	?	*Sikraul*			
											2	?	0·63	?	0·34	4·74	?	*Busowan*			
											4	?	3·01	?	1·92	4·18	?	*Mohanpur.*			
											4	?	2·55	?	1·42	3·80	?	*Chausa.*			

Table of Rainfall recorded at stations

Meteorological Division	Division	District	Station	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
BIHAR—continued	Patna—concluded	Saran	Gopalganj	0·89			0·32						...				0·29	0·85	0·10				
			Siwan	1·[illegible]		...		0·50			...						0·19	0·69			...		
			Ekma	1·[illegible]				0·18	...								0·20	0·35					
			Chapra	1·12	0·02	...	...	0·33									0·16	0·36	0·11				
			Hathwa	1·23				0·20			...						0·19	0·97	...				
			Amnaur	0·90				0·44			...					...	0·20	0·40					
			Basantpur	1·17		...		0·84															
			Daraul									0·03					0·24	0·44					
			Bhitreh	1·05					0·50				...				0·27	0·86	0·08				
		Champaran	Motihari	0·6[illegible]	0·17			0·06					...				0·30	1·15					
			Bettiah	0·81	0·08			0·20			...						0·65	0·48	0·30				
			Bagaha	0·20	0·22			0·07					0·02				0·32	1·71	0·02				
			Barnurwa	0·85	0·07	...		0·19							...		0·30	1·00	0·14				
			Ramnagar	0·44				0·30									1·00	1·80					
		Muzaffarpur	Sitamarhi	0·57	0·24			0·49					...			...	0·14	0·49	0·20				
			Muzaffarpur	1·0[illegible]	0·10			0·20				...					0·19	0·17	0·16				
			Hajipur	1·12	0·07		...										0·09	0·31	0·0[illegible]				
			Paru	1·10	0·04			0·22						...			0·14	0·2[illegible]	0·13		...		
			Mahua																				
			Shiuhar	0·80		...		0·30									0·45	0·50					
			Pupri	0·02				0·17								0·12	0·4[illegible]				0·08		
		Darbhanga	Tajpur (Samastipur)	1·05	0·04			0·06		...	0·02			...	...		0·11	0·32	0·11				
			Darbhanga	0·89	0·33			0·26			...						0·37	0·05	0·21				
			Madhubani	0·4[illegible]	0·24			...	0·13								0·17	0·31	0·09		0·04		
			Bahera	1·05	0·0[illegible]			0·28									0·1[illegible]	0·15	...				
			Roserha	1·00													0·15	0·20			...		
	Bhagalpur	Monghyr	Begusarai	1·13	0·31			0·88				0·05					0·06	0·90	0·04				
			Monghyr	1·20	0·40			0·14					...			...	0·0[illegible]	0·20	0·04				
			Jamui	2·15	0·46			0·21										0·11	0·08		0·06		
			Gogri	1·15		...												0·18	0·1[illegible]		...		
			Jamalpur	1·[illegible]	0·68			0·30	0·04									0·13	0·09				
			Shaikhpura	0·06				0·18										0·30					
			Chakai Bamda	1·17	0·91	0·01	0·01	0·05															
			Chupreon	1·28	0·12			0·14									[illegible]	[illegible]17	0·13				
			Gidhauri	2·[illegible]	0·[illegible]			0·06					...							0·06			
			Khargpur	1·5[illegible]	0·50			0·04										0·10					
		Bhagalpur	Madhipura	0·84	0·49			0·03				0·03					0·01	0·10	0·10				
			Bonganon (*Syfabad*)																				
			Supaul	0·[illegible]			0·18	0·10					0·01	...			0·09	0·23	0·11		...	...	
			Pratapganj	0·29	0·17			0·03	...								0·09	0·[illegible]	0·11				
			Bhagalpur	1·01	0·6[illegible]													0·[illegible]7	0·04				
			Banka	1·20	0·[illegible]0														0·15		...		
			Colgong	1·16	0·23														0·12				
		Purnea	*Banaili*	0·85	0·63																		
			Kishanganj	0·95				...	...					...	...			0·70					
			Araria	0·31	0·91													0·[illegible]					
			Purnea		0·50	0·15			...									0·2[illegible]	0·05				
			Gondwara (*Korah*)	0·49				...									0·06	0·08			...		
			Barsoe	...																			
			Forbesganj	0·15														0·2[illegible]					
			Kaliaganj					...				...								0·10			
		Malda	Malda	0·98	0·05		...																
			Chanchal	0·6[illegible]	0·30																	0·15	
			Gajol	0·40	0·10																		
			Sibganj	0·65																		0·08	
		Sonthal Parganas	Rajmahal	0·[illegible]0	0·[illegible]							...						0·1[illegible]	0·04			0·03	
			Godda	0·90	0·[illegible]3				...							...			0·02				
			Pakaur	0·10	0·72			0·04														0·17	
			Naya Dumka	0·04	1·05		0·08	0·08													0·1[illegible]	0·03	
			Deoghur	0·97	0·09		0·12									0·03					0·11		
			Jamtara	0·02	0·6[illegible]	0·01	0·17	0·08											0·04		0·20	0·16	
			Mohagama	1·05	0·63																		
			Nauhat				0·10	0·51	0·05	[illegible]										0·10			
			Assenbona																				
			Katikund	0·86	0·05														0·05	0·05		0·35	
			Madhupur	1·10	0·72		0·80	0·02											0·02		0·33	0·60	
			Sarwan	1·41			0·41					0·50							0·[illegible]1		0·20		
			Karath	0·1[illegible]	1·20	0·09	0·10	0·10													0·19	0·10	
			Barkope	0·75	0·4[illegible]																		
			Bhagya	1·22					...														
			Mohespore		0·60			...													0·14		
			Hiranpur	0·42																0·15			
			Barharwa	0·12	0·78		0·02																
			Sahibganj	0·66	0·35								...						0·08				
			Barw	...																			
ORISSA	Orissa	Cuttack	Jagatsingpur										...								0·28	1·27	
			Banki				0·01	0·73													...		
			Cuttack				0·27	0·18													0·60	0·20	
			False Point				0·50	0·47				0·01									1·10	0·06	
			Kendrapara					0·07													1·11	0·08	
			Jaipur				0·03	0·27													1·58	0·13	
			Dharmsala										...										
			Salepur			0·45	0·23	...													0·52	0·38	
			Pal Lahara		0·04	0·65	0·87	...				0·16	...										
		Balasore	Akhyapada					0·25					...								1·27	0·06	
			Chandbali					0·04					...								1·12	0·34	
			Bhadrak				1·10			...											2·30		
			Soro				0·20	1·07			...										0·75	0·05	
			Balasore			0·03	0·15	0·18													1·13	0·02	
			Jellasore			0·[illegible]1	0·41	0·76													0·57	0·03	
			Baripada			0·32	2·10	0·60					...							0·11	0·84		
		Puri	Puri					1·31					0·31	0·01								0·03	
			Khurda																		0·50		
			Banpur			0·04	0·02	1·38					0·13	0·44									
			Gop				1·98															0·40	
			Satpara		0·16		1·1[illegible]							0·34									
			Pipli				0·0[illegible]	1·05													0·08	0·58	
			Nayagarh					1·20															
			Rampur					1·86															
			Kanas					1·10															

in Bengal in January 1901—*continued.*

21	22	23	24	25	26	27	28	29	30	31	Number of rainy days	Average number of rainy days.	Total rainfall for the month.	Average rainfall for the month	Heaviest rainfall during the month	Total rainfall from 16th Oct. up to 31st Jan. 1901	Average rainfall from 16th Oct. up to 31st Jan.	Station.	District.	Division.	Meteorological Division.
											5	1·24	2·79	0·69	0·85	2·80	1·67	Gopalganj	Saran.	Patna—concluded.	BEHAR—concluded.
											4	0·76	2·66	0·60	1·22	3·01	2·37	Siwan			
											4	?	1·84	?	1·16	2·10	?	*Ekma*			
											4	1·46	2·00	0·68	1·12	2·35	2·19	Chapra.			
											4	?	2·64	?	1·28	2·90	?	*Hathwa*			
											4	?	1·94	?	0·90	2·20	?	*Amnaur*			
											2	?	1·99	?	1·17	2·35	?	*Basantpur*			
												?		?			?	*Darauli*			
											4	?	2·70	?	1·05	3·10	?	*Bhorch*			
											4	1·35	2·33	0·71	1·1[illegible]	2·84	1·80	Motihari	Champaran		
											5	1·21	2·77	0·66	0·93	2·99	1·9	Bettiah			
											4	1·50	2·65	0·80	1·41	2·90	2·03	Bagaha			
											5	1·40	2·64	0·75	1·00	2·89	2·06	Burhurwa			
											4	?	3·24	?	1·0	3·74	?	*Ramnagar*			
											6	1·08	2·35	0·17	0·70	2·10	1·61	Sitamarhi	Muzaffarpur		
											6	1·98	1·84	0·84	1·02	2·01	2·46	Muzaffarpur			
											2	1·42	1·40	0·75	1·19	1·7[illegible]	1·87	Hajipur			
											5	1·40	1·83	0·57	1·10	2·07	1·30	Paru			
												1·10		0·71			1·84	Mahua			
											4	1·00	1·45	0·84	0·50	1·75	2·27	Shiuhar			
											4	1·10	1·31	0·75	0·62	1·15	1·89	Pupri.			
											4	1·10	1·71	0·74	1·05	1·78	1·83	Tajpur (Samastipur)	Darbhanga.		
											6	1·24	2·38	0·66	0·63	2·50	1·94	Darbhanga			
											5	1·13	1·48	0·73	0·15	1·74	1·80	Madhubani			
											4	1·20	1·07	0·82	1·01	1·97	1·35	Bahera.			
											2	1·40	1·25	0·5[illegible]	1·00	1·35	1·31	Rosera.			
											4	1·24	2·75	0·63	1·13	2·93	2·14	Begusarai	Monghyr	Bhagalpur	
											4	1·19	2·02	0·61	1·30	2·02	1·83	Monghyr			
											4	1·04	3·35	0·67	2·1[illegible]	3·54	1·58	Jamui			
											3	1·00	1·18	1·12	1·1[illegible]	2·03	1·60	Gogri			
											4	?	2·62	?	1·10	2·03	?	*Jamalpur*			
											3	0·70	1·20	0·72	0·[illegible]	2·01	1·47	Shaikhpura			
											2	?	2·45	?	1·17	2·08	?	*Chakai Ramda.*			
											4	?	1·4	?	1·8	1·74	?	*Chupreon*			
											2	?	3·20	?	[illegible]	3·20	?	*Gidhaur*			
											3	?	2·[illegible]0	?	1·55	2·20	?	*Kharagpur*			
											4	1·20	1·62	0·59	0·64	1·71	1·70	Madhipura	Bhagalpur		
												?		?			?	Bongaon (*Syfabad*)			
											5	1·08	1·47	0·56	0·[illegible]	1·45	1·69	Supaul			
											4	1·20	1·08	1·43	0·2[illegible]	1·84	2·10	Protabganj			
											2	1·12	1·57	0·45	1·01	1·64	1·67	Bhagalpur			
											3	1·33	1·85	0·62	1·20	1·85	2·14	Banka			
											3	1·10	1·53	0·41	1·10	1·[illegible]3	1·40	Colgong			
											2	?	1·48	?	0·40	1·43	?	*Bausi*			
											2	1·04	1·05	0·64	0·[illegible]0	1·05	1·91	Kishanganj	Purnea.		
											3	0·88	0·95	0·19	0·1	0·85	1·70	Araria			
											3	0·80	1·20	0·41	0·[illegible]0	1·40	2·16	Purnea			
											1	1·00	0·64	0·56	0·10	1·04	1·72	Gondwara (*Kbrah*)			
											Nil	?	Nil	?	Nil	Nil	?	*Barsoe*			
											2	?	0·70	?	0·1[illegible]	0·[illegible]0	?	*Forbesganj*			
												0·80		0·47			1·31	Kaliaganj			
											2	0·91	1·63	0·59	0·8	1·63	2·54	Malda	Malda		
											3	0·94	1·05	0·61	[illegible]	1·05	1·43	Chanchal			
											2	0·[illegible]0	0·80	0·19	0·10	0·60	1·30	Gajol			
											1	0·90	0·73	0·71	0·6[illegible]	0·73	2·96	Sibganj			
											2	0·84	1·20	0·27	0·61	1·19	1·45	Rajmahal	Sonthal Parganas.		
											2	0·92	1·65	0·47	0·[illegible]0	1·65	1·85	Godda			
											3	0·63	1·03	0·43	0·[illegible]	1·[illegible]3	2·14	Pakaur			
											2	1·17	1·46	0·60	1·0	1·46	2·2	Naya Dumka			
											3	1·03	1·32	0·47	0·97	1·41	2·3	Deoghur			
											4	0·81	1·33	0·46	0·1[illegible]	1·44	2·30	Jamtara			
											2	?	1·08	?	1·05	1·08	?	*Mohagama*			
												0·60		0·62			1·76	Nanihat			
												?		?			?	*Assenbani*			
											2	?	1·36	?	0·58	1·36	?	*Kalikund*			
											5	?	3·08	?	1·10	3·08	?	*Madhupur*			
											5	?	2·0[illegible]	?	1·11	2·92	?	*Sarwan*			
											6	?	1·88	?	1·9	1·93	?	*Sarath*			
											2	?	1·20	?	0·[illegible]5	1·22	?	*Barkope.*			
											1	?	1·2[illegible]	?	1	[illegible]·08	?	*Bhagya*			
											2	?	0·74	?	0·[illegible]0		?	*Mohespore*			
											2	?	1·0[illegible]	?	0·83	0·89	?	*Hiranpur*			
											2	?	1·23	?	0·78	1·23	?	*Barharwa.*			
		0·12									3	?	1·11	?	0·[illegible]6	1·11	?	*Sahibganj*			
											Nil	?	Nil	?	Nil	Nil	?	*Bario*			
											2	0·50	1·10	0·38	0·27	1·50	5·66	Jagatsingpur	Cuttack.	Orissa.	ORISSA.
											1	0·60	0·74	0·[illegible]	0·[illegible]3	0·74	5·10	Hanki			
											4	0·65	1·31	0·3[illegible]	0·66	1·71	5·26	Cuttack			
											3	0·61	2·18	0·37	1·10	3·24	8·[illegible]5	False Point			
											1	0·55	1·26	0·49	1·11	2·31	5·75	Kendrapara			
											3	0·64	2·10	0·[illegible]	1·58	3·30	4·93	Jajpur			
												0·50		0·6[illegible]			4·33	Dharmsala			
											4	0·70	1·38	0·24	0·52	1·79	5·01	Balepore			
												?		?			?	*Pal Lahara*			
											3	0·73	1·55	0·36	1·27	1·58	4·15	Akhyapada	Balasore		
											2	0·6[illegible]	1·10	0·41	1·12	3·64	5·38	Chandbali			
											2	0·68	3·90	0·36	[illegible]·80	3·[illegible]0	4·17	Bhadrak			
											3	0·64	2·05	0·23	1·07	2·05	3·43	Soro			
											3	0·65	1·68	0·39	1·13	1·66	4·67	Balasore			
											4	0·64	2·07	0·51	0·7[illegible]	2·13	2·58	Jellasore			
											5	0·66	3·47	0·20	2·10	3·57	3·13	Baripada			
											2	0·50	1·73	0·28	1·31	3·93	9·19	Puri	Puri.		
												0·60		0·20			5·75	Khurda			
											3	0·60	[illegible]·01	0·[illegible]3	1·38	4·83	6·90	Banpur			
												0·30		0·2[illegible]			9·67	Gop			
											3	?	1·62	?	1·13	3·07	?	*Satpara*			
											2	0·80	2·28	0·38	1·05	3·77	5·85	Pipli			
											1	?	1·30	?	1·0	1·20	?	*Nayagarh*			
											1	?	1·86	?	1·80	2·06	?	*Ranpur.*			
												?	1·10	?	1·10	1·90	?	*Banas*			

Table of Rainfall recorded at stations

Meteorological Division.	Division.	District	Station.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
CHOTA NAGPUR.	Chota Nagpur	Hazaribagh	Pachamba (*Giridih*)	1·05	0·85		0·20	0·02	0·02							...		0·03	.		0·25	0·25	.
			Hazaribagh	0·97	1·00	0·04	0·19	0·14					0·05	...				0·07	0·04		0·36		...
			Barhi	2·11	0·41		0·15	0·24		0·04			...			.	0·08	0·05			0·09		.
			Chatra	4·05	0·49	0·01	0·26	0·16				0·02					0·04	0·06			0·27		
			Kharagdiha																	...		...	0·15
			Ramgarh	0·35	...	0·25	0·10	0·10								...	0·03	...	...	0·40		...	...
		Ranchi	Lohardaga	0·09	1·64	0·16	0·94	0·32													0·19		
			Ranchi	0·09	1·24	0·13	0·70	0·08										0·01			0·70		...
			Silli	0·12	1·02	0·18	0·80	0·22							...		...		0·70		0·88	...	...
			Palkot	0·52	1·19	0·99	1·43	0·08	...			...	...								1·19		...
			Bano	1·02	0·35	2·47	0·67							...					...	0·08			
			Tamar																				
			Kurdeg	0·77	...	0·47	1·50	0·05				...					...			0·60		...	
			Chainpur	0·95	1·95	0·30	0·70	0·30								.					0·53		
			Sirguja																				
			Jashpur	1·75	0·92	1·05	0·47	...										...		0·70	...		...
			Gangpur	1·00	1·32										0·70		...			2·03			
		Palamau	Palamau (*Daltonganj*)	2·50	0·57		0·29	0·05		...		0·03					...	0·07	0·02	...			0·10
			Balumath	1·10	0·82		0·40	0·50		...	...					...				...	0·40	...	...
			Husainabad	2·80			2·10							...	...		0·10	...		...			...
			Garhwa	2·20			0·47	...										...		...	0·25		...
			Mahuadanr																				
			Panki	2·41	0·71		0·55	...								...		0·21			0·24		...
			Latehar												...					0·33			...
			Nagaruntari	2·60	0·11		0·54	0·15				0·03						0·18				...	...
			Ranka	3·10	0·60		0·45	0·05				...	0·02			...		0·15			0·10	...	...
			Chattarpur	0·18		0·31	0·05										0·15	...		0·09			...
		Manbhum	Purulia		1·29	0·30	0·95	0·22	...						...						0·80		
			Gobindpur	0·03	0·02	0·01	0·38	0·04											0·05	...	0·37	0·06	...
			Raghunathpur				0·40			...													...
			Barabhum		0·40	0·50	1·20	0·23					...	...							0·70		...
			Jhalda		1·31	0·20	0·73	0·75													0·80		
			Chas																		0·20		...
			Pandra		0·52	...	0·45	0·03	...								...				0·48	...	...
		Singhbhum	Chaibassa	...	0·93	0·60	2·96	0·32		.	...	...	...					0·01			1·25	0·31	
			Chakradharpur																				
			Ghatsila		1·08	0·44	1·80	0·32				...									1·15	0·75	...
			Baharagora		0·03	0·15	2·29	0·81								...				...	0·74	0·08	...
			Gailkera	...	1·76	1·34	2·58	0·40								...					0·81		
			Kalikapur								...									0·16	0·38	0·47	
			Manoharpur		1·41	0·51	2·49	0·55				...			...						0·95	0·07	...
			Kutbari		1·10	...	2·40	...														0·70	
			Seraikella													...		...			0·87		
			Kharsawan																				
		Orissa Tributary Mahals	Keonjhar ...		0·21	0·42			2·13					...							0·85		
			Anandpur			0·03	0·37	1·18				...									2·38	...	
			Kunjabangarh	...		1·31	0·69									...							
		Angul	Angul		...		0·25	0·40						...						...	0·98		
			Bisamara ...					0·70			...		0·03								0·00	0·06	
			Pal Lahara ...		0·08	0·09	0·87	0·42				0·16		.				...			0·52	0·08	
			Talcher				1·31	0·49	...	...						...				1·23	0·05		
			Dhenkanal ...	...				0·42	...												0·40	0·08	
			Ratsinga ...	...			0·11	0·45											0·08		2·47	0·08	
			Baramba				0·04	0·71				...						...				0·44	.
			Narsinghpur														...				0·12		
			Chhindipada		0·13	...	0·16	0·50															

in Bengal in January 1901—*concluded*

21	22	23	24	25	26	27	28	29	30	31	Number of rainy days.	Average number of rainy days.	Total rainfall for the month.	Average rain fall for the month	Heaviest rain fall during the month	Total rainfall from 16th Oct. 1900 up to 31st Jan 1901	Average rain fall from 16th Oct up to 31st Jan	Station	District.	Division	Meteorological Division.
											5	1.08	2.68	0.45	6.05	3.26	2.10	Pachamba (*Giridih*)	Hazaribagh	Chota Nagpur	Chota Nagpur.
											5	1.38	3.06	0.56	1.00	4.12	2.33	Hazaribagh			
											3	1.60	3.00	0.79	2.11	4.40	2.21	Barhi			
											5	1.70	3.35	[illegible]	2.05	4.60	2.20	Chatra			
											1	0.80	5.15	0.36	[illegible]	0.10	1.74	Kharagdiha			
											5	0.80	1.23	0.44	0.40	1.38	3.00	Ramgar			
											6	1.15	4.78	0.74	1.64	[illegible]	2.92	Lohardaga	Ranchi		
											4	1.28	2.95	0.52	1.24	3.33	2.32	Ranchi			
											7	1.13	3.88	[illegible]	1.02	3.97	1.51	Silli			
											5	?	5.36	?	1.13	6.22	?	*Palkot*			
												?						*Bano*			
												?	3.39		1.50	4.96	?	*Tamar*			
												?						*Kurdeg*			
											4	?		?			?	*Chainpur*			
											1	1.71	4.89	1.00	1.75	5.02	2.92	Sirguja.			
											5	1.79	5.05	0.78	2.03	6.92	4.10	Jashpur			
											4	1.08	3.63	0.71	2.50	5.10	2.57	Gangpur			
											4	1.52		0.72			2.24	Palamau (*Daltonganj*)	Palamau		
											5	0.80	3.28	0.37	1.10	5.64	2.56	Balumath			
											3	1.10	5.00	0.63	2.40	7.20	[illegible]	Husainabad.			
											3	1.60	2.92	1.06	2.20	4.45	2.49	Garhwa			
												?		?				*Mahuadanr*			
											5	?	4.11		2.41	4.82	?	*Panki.*			
												?		?				*Latehar*			
											5	?	3.61		2.60	6.06	?	*Nagaruntari*			
											5	?	4.47	?	3.10	6.47	?	*Ranka*			
											3	?	0.78	?	0.31	3.99	?	*Chatterpur*			
												1.31		0.46			2.01	Purulia	Manbhum		
											5	1.04	3.65	0.60	1.29	3.84	2.13	Gobindpur			
											3	1.10	1.51	0.52	0.62	1.03	1.87	Raghunathpur			
											2	0.90	0.70	0.34	0.40	0.80	2.13	Barabhum.			
											5	0.80	3.08	0.40	1.20	3.13	1.59	Jhalda			
											5	1.33	3.22	0.61	1.31	[illegible]	2.14	Chas			
											3	?	1.42	?	0.52	1.47	?	*Pandra.*			
											5	1.35	6.00	0.58	2.96	6.29	2.53	Chaibassa	Singhbhum.		
												0.90		0.35		4.54	2.43	Chakradharpur.			
											5	1.30	4.84	0.59	1.80		2.90	Ghatsila.			
											4	0.50	4.09	0.12	2.20	4.09	[illegible]	Baharagora.			
											5	?	6.88	?	2.58	7.84	?	*Gaitbera.*			
												?		?				*Kalikapur*			
											5	?	6.18	?	2.69	6.68	?	*Manoharpur*			
											3	?	4.20	?	2.40	4.34	?	*Kaibari*			
												?						*Seraikella.*			
												?						*Kharsawan.*			
											4	0.79	3.11	0.18	2.13	4.75	2.96	Keonjhar	Orissa Tributary Mahals		
											3	?		?			?	*Anandpur*			
												0.57	4.75	0.24	2.58	6.30	3.06	Kunjabongar			
											3	0.53	1.63	0.23	0.08	1.63	3.62	Angul	Angul.		
											1	0.67	0.86	0.34	0.70	0.96	3.91	Bisalpara.			
											4	?	2.28	?	0.87	2.96	?	Pal Lahara.			
											3	0.53	3.47	0.22	1.31	3.47	2.63	Talchar			
											2	0.67	0.85	0.32	0.42	0.85	3.65	Dhenkanal.			
											5	?	3.14	?	2.47	3.16	?	*Bausinga*			
											1	?	0.79	?	0.71	0.83	?	*Baramba.*			
												0.44		0.26			3.79	Narsingpur			
												?		?			?	Chhindipada.			

ERRATUM

Read 0 80 instead of 0·08 on the 22nd July 1900, in the monthly rainfall table for the same month, against Pabna.

SUMMARY OF THE METEOROLOGICAL AND RAINFALL OBSERVATIONS TAKEN IN BENGAL, AND OF THE METEOROLOGICAL OBSERVATIONS TAKEN IN ASSAM, FOR THE MONTH OF JANUARY 1901

As usual in January, weather during the month just past has on the whole been fine and settled, but with a rather marked variation as regards temperature Night temperature was practically normal, but on an average for the month a large defect is shown in maximum temperature, especially in the western and central districts Over the whole of Chota Nagpur and the adjacent parts of Bihar and Bengal Proper average defect in day temperature was as much as 6° and in places over 7° This defect was, no doubt, partly due to the cloudy weather with heavy rainfall which was general in the west of the Province early in January and was most marked in Chota Nagpur

Two occasions of disturbed weather occurred—one at the beginning of the month, the other about the middle, and during the former disturbance very heavy rainfall for the season of the year was more or less general in the western districts On the second occasion the rainfall, though general for a day or two was less heavy, but was again confined largely to the west In consequence East Bengal received only a quarter of an inch, little more than half the normal amount, while in all the other divisions there was excess, small in North Bengal, but large in Bihar, Orissa and Chota Nagpur The total average fall in Chota Nagpur was 3 19 inches as compared with a normal amount of ·55 inch, in Bihar and Orissa 1·9 inches, the normal amounts being ·66 inch and ·35 inch, respectively

The cause of this excessive rainfall in the west of the Province, a feature which was very noticeable in January of last year, is probably to be found in the course which the shallow depressions at present follow Instead of passing eastward over Bengal into Burma as they generally do in ordinary years, they are checked while still over the western districts, and moving in a more southerly direction become diffused over the south of the Bay This feature has been persistent of late and is probably connected with the upper atmospheric currents which are much more steady than those at lower levels and may continue to follow the same direction for months together The second disturbance was more towards the south during its approach, and moving from the Central Provinces across Orissa was a fairly well marked depression in the north west of the Bay on the 18th, after which it became diffused over the south of the Bay

At the beginning of the month pressure was falling moderately in the central districts and slowly elsewhere It was relatively low in the western districts, and the easterly winds in Bihar and Chota Nagpur showed a cyclonic circulation about a centre still beyond the western boundary Rain had begun to fall in Bihar and Chota Nagpur, a number of the more western stations reporting an inch or more Temperature had fallen rapidly and was as much as 6° below the normal in the west of South Bihar, while elsewhere there was excess ranging up to 6° in Orissa On the 2nd the disturbance had advanced eastward, the heavier rainfall was in Chota Nagpur and Central Bengal The area of low temperature included the whole Province, except Lower Bengal and Orissa

On the 3rd there was only light rainfall in Lower Bengal but the change had begun which prevented further eastward advance of the disturbance This was shown by the slow to moderate increase of pressure in Assam and North Bengal and the tendency to fall in the south-western districts The rainfall after having almost ceased in the west of the Province again became general and slowly retreated southward, ultimately ceasing in the Circars on the 6th. Possibly the heavy rainfall at Colombo two days later was connected with the same disturbance

The brisk rise of pressure which began on the 5th became general on the 6th with a steep gradient over Lower Bengal and the north of the Bay Northerly winds were stronger and more regular and temperature fell over the whole Province, mean defect varying from 2° in the south to 7° at some of the more northern stations

During the following week considerable variations of pressure and temperature occurred, and a depression appeared to enter the north of the Province from the west It was of only short duration, and caused little change in the general weather conditions There was the usual increase of temperature, some cloud and a few very light scattered showers After the fall of pressure a brisk recovery immediately commenced, and by the 12th there was again high pressure, a steep gradient for the season, general northerly winds and low temperature over the whole Province

On the 13th pressure began to fall and on the 14th there were the usual signs of the approach of a depression from the west Winds were easterly in the west of Bihar with general cloud and light rainfall. These conditions passed eastward, the rainfall became general in North Bihar and North Bengal, and after small irregular changes during the 15th and 16th the usual brisk rise of pressure began in the north-east This rise caused the low pressure area to concentrate over the Central Provinces, and on the 18th the area of lowest pressure was off the coast of Orissa and Ganjam, a rapid fall of pressure having occurred during the previous 24 hours over the Province On the 19th the depression was diffused over the south of the Bay and the recovery had begun in the west

During the 14th, 15th and 16th rainfall was confined to the northern districts; on the 17th the rise of pressure began in the north-east with a temporary cessation of rainfall, then the displacement southwards of the depression caused varying winds in the southern and western districts and general rainfall on the 18th and 19th, after which

ordinary weather set in over the whole area with pressure considerably above the normal and temperature considerably below in all parts of the Province

During the last ten days fine settled weather prevailed, pressure remained high throughout with the usual small oscillations, and temperature was low till near the end of the month, when there was a small excess The sky continued cloudless with a total absence of rainfall

Pressure never varied to any great extent from the normal It was low during the two periods of disturbed weather referred to above, and generally high at other times The mean pressure for the month is, in consequence, above the normal, by small amounts in the south, increasing towards the north, and greatest in North Bengal

Temperature was most frequently below the normal from day to day, but the variation was most marked in day readings, partly because of cloud and rain being more prevalent than usual The average number of rainy days was much above the normal in all the large divisions, except East Bengal, where there was a deficiency in that respect As the cloud prevents the full effect of the sun's heating power, the day temperatures were continuously low for a longer period than usual from that cause, but the nights were practically normal The mean defect in maximum temperature for the whole month varied from 6° in Chota Nagpur to 2° in the east and south of the Province The mean minimum temperature was about normal, except in Bihar, part of Orissa and some of the central districts, where there was a small excess

In consequence of the low temperature during the day, the averages for the larger divisions of the Province are all below the normal by considerable amounts, except in East Bengal In North Bengal and Orissa defect is a little over 1°, in South-West Bengal and Bihar about 2° and in Chota Nagpur 3°

Rainfall —Two periods of showery weather occurred—one in the early days and the other about the middle of the month The heavier falls were recorded during the former of these periods, and especially on the 1st and 2nd of the month in the western districts, as will be seen by reference to the accompanying tables On these dates many stations in Chota Nagpur and Bihar received more than 1 inch and several more than 2 inches

The rainfall diminished in amount towards the east and only a few light showers fell in East Bengal, and not much more than the normal amount in North Bengal In the western and central districts there was a moderate to large excess, varying from three-quarters of an inch in South-West Bengal to 2·6 inches in Chota Nagpur

Except in East and North Bengal, the number of rainy days, that is days on which at least a tenth of an inch fell, was about four times the number in ordinary years

The following table gives the summary of the temperature and rainfall data of each of the seven meteorological divisions of the Province for the month of January 1901 —

Meteorological Divisions	Temperature						Rainfall							
	Highest observed during month	Lowest observed during month	Averages for month			Average mean of month above or below normal mean of month	Of month			Rainy days			Since 16th October 1900	
			Of highest of each day	Of lowest of each day	Of mean for each day		Average	Normal average	Variation	Average number in month	Normal average number in month	Variation	Average	Normal average
South-West Bengal	81·3	46·1	73·8	54·8	61·3	−2·1	1·16	0·40	+0·76	3·35	0·82	+2·53	1·[illegible]3	2·07
North Bengal	78·3	43·9	71·9	50·8	61·4	−1·8	0·19	0·47	+0·33	2·20	0·[illegible]	+1·38	0·71	2·26
East Bengal	88·8	41·9	76·5	53·1	64·8	−0·4	0·[illegible]8	0·41	−0·18	0·68	0·8[illegible]	−0·21	1·15	4·25
Bihar	76·8	41·0	69·3	51·3	60·3	−2·2	1·04	0·06	+1·28	3·52	1·13	+2·39	2·43	1·90
Orissa	85·4	49·4	78·4	60·9	69·7	−1·4	1·91	0·35	+1·56	2·71	0·61	+2·10	2·98	5·46
Chota Nagpur	79·5*	43·8*	69·0*	51·9	60·5*	−3·0*	3·1[illegible]	0·55	+2·64	4·14	1·15	+2·99	4·04	2·25
Assam	82·3	45·1	73·0	51·3	61·6	−1·1								

* Daltonganj and Purulia not included.

METEOROLOGICAL OFFICE, BENGAL,
The 12th February 1901

C LITTLE,
Meteorological Reporter to the Govt. of Bengal.

Results of the Meteorological Observations taken at the Alipore Observatory from 3rd to 9th February 1901

Month	Date.	Maximum in sun.	Number of hours of bright sunshine.	Mean pressure barometer at 32° Fahr	Temperature. Mean.	Maximum.	Range.	Minimum.	Hygrometry. Mean wet bulb	Vapour tension.	Dew point.	Humidity	Wind. Prevailing direction	Miles recorded.	Rain.	Weather.
		°		Inches	°	°	°	°		Inch	°	%			Inches	
Feb.	3rd	139 6	9 2	29 925	70·2	86 1	28 3	57 8	63 4	0 497	58 8	71	SW by S and W	117	Nil	Chiefly clear, ⌓
„	4th	140 9	8 3	·916	70 1	87 1	29·0	58 1	64 2	521	60 1	73	NW by N and SW	81	„	Chiefly clear
„	5th	139 8	9·3	949	71 5	87 1	27·6	59 5	65 1	537	61 0	72	SW and NNW	82	„	Clear, ⌓
„	6th	139 1	8 4	30 003	72 3	84 4	20 2	64 2	68 0	629	65 5	81	SW by S and SSW	84	„	Chiefly clear, ⌓ ≡
„	7th	139 3	8 7	29 990	72 2	84 8	20 8	64 0	66 9	592	63 7	76	SSW, SW and S by W	115	„	Chiefly clear, ⌓
„	8th	139 7	9 2	949	73 4	86 3	22 1	64 2	67 8	·607	64 4	76	SSW and variable	57	„	Chiefly clear
„	9th	144·5	6·9	968	75 7	84 1	15 7	68·4	68 1	587	63 5	66	WNW and N	79	„	Partially cloudy

	Inches.
The mean pressure of the seven days	29 957
The average pressure of the corresponding period for 24 years, Surveyor-General's Office	29 969
	Hours.
The total number of hours of bright sunshine	60 0
The maximum possible number of hours of sunshine	78 4
	°
The mean temperature of the seven days	72 2
The average temperature of the corresponding period for 24 years, Surveyor-General's Office	70 3
The extreme variation of temperature	29 3
The maximum temperature	87 1
	Miles.
The highest velocity of the wind in one hour	11
	%
The mean relative humidity	74
The average relative humidity of the corresponding period for 24 years, Surveyor-General's Office	69
	Inches.
The total fall of rain from 3rd to 9th February 1901	Nil.
The average fall of the corresponding period for 24 years, Surveyor-General's Office	0 27
The total fall from 1st January to 9th February 1901	1·31
The average fall of the corresponding period for 24 years, Surveyor-General's Office	0 73

The mean pressure, temperature, &c, are deduced from the traces of the Barograph and Thermograph, and from eye observations

The maximum and minimum temperatures are obtained from self-registering thermometers. All the thermometers are verified and the readings have been corrected to a standard constructed and verified at the Kew Observatory They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground

The barometer readings are corrected approximately to those of the standard, Newman's No. 86, formerly at the Surveyor-General's Office

The hygrometric elements are obtained from Tables III, IV, and V of the official tables computed in the Meteorological Office, and based on Regnault's modifications of August's formula.

The directions and the movement of the wind are taken from the trace of a Beckley's anemograph.

The mouth of the rain-gauge is one foot above the ground

⌓, dew; ≡ fog.

METEOROLOGICAL OFFICE, GOVT OF INDIA,
Alipore (Calcutta), the 11th February 1901.

G. W KÜCHLER,
For Meteorological Reporter to the Govt. of India, and Director-General of Indian Observatories.

IRRIGATION DEPARTMENT, BENGAL.

Abstract statement showing Tollage on Canals in Bengal classed as Major Works for the month of December 1900 as compared with that of the corresponding month of the previous year

CANALS	TOLLAGE, 1900-1901						TOLLAGE, 1899-1900					
	During the month			To end of the month			During the month			To end of the month		
1	2			3			4			5		
Orissa Circle.	Rs.	A	P.	Rs	A	P	Rs	A	P	Rs	A	P
Taldanda Canal System	638	10	3	16,088	5	7	907	4	3	8,232	9	7
Kendrapara ditto	6,013	9	9	32,511	9	3	4,716	9	0	47,750	12	6
High Level, Range I	1,152	5	9	7,761	10	9	1,136	4	3	9,033	11	3
Ditto, " II	219	0	9	1,936	6	6	180	0	9	1,989	5	6
Ditto, " III	30	3	0	523	2	9	30	11	6	951	6	3
Jajpur Canal	39	8	6	261	11	6	26	5	6	291	4	3
Total Orissa Circle	8,123	5	6	59,086	1	4	7,027	6	3	68,229	1	4
South-Western Circle												
Midnapore Canal	9,145	11	0	67,623	15	3	6,834	3	6	72,324	4	0
Hijili Tidal Canal	2,139	8	0	34,163	3	6	2,191	9	3	38,147	12	3
Total South-Western Circle	11,285	3	0	1,01,787	2	9	9,025	12	9	1,10,472	0	3
Sone Circle												
Patna Canal System	768	6	9	10,203	2	2	2,826	3	9	34,254	10	6
Arrah ditto	216	2	6	10,492	10	[illegible]	2,075	8	3	21,825	15	0
Buxar ditto	459	11	6	7,698	3	[illegible]	1,337	6	9	11,918	4	9
Total Sone Circle	1,444	7	9	28,393	15	5	6,239	2	9	67,993	14	3
GRAND TOTAL	20,853	0	3	1,89,267	3	6	22,292	5	9	2,46,694	15	10

Government Transport Since

CANAL	TOLLAGE 1900-1901						TOLLAGE 1899-1900					
	During the month			To end of the month			During the month			To end of the month		
	Passengers	Goods	Total receipts	Passengers	Goods	Total receipts	Passengers	Goods	Total receipts	Passengers	Goods	Total receipts
1	2	3	4	5	6	7	8	9	10	11	12	13
Orissa Circle	No	Mds	Rs A P	No	Mds	Rs A P	No	Mds	Rs A P	No	Mds	Rs A P
High Level										41,637	2,884	40,349 11 0
Total Orissa Circle		...			...				...	41,637	2,884	40,349 11 0

Assessed Tollage Receipts

CANALS	EARNINGS, 1900-1901						EARNINGS, 1899-1900					
	During the month			To end of the month			During the month			To end of the month		
1	2			3			4			5		
	Rs	A	P	Rs	A	P	Rs	A	P	Rs	A	P
Orissa Canals	8,123	5	6	59,086	1	4	7,027	6	3	1,11,578	12	4
Midnapore Canal	9,145	11	0	67,623	15	3	6,834	3	6	72,324	4	0
Hijili Tidal Canal	2,139	8	0	34,163	3	6	2,191	3	3	38,147	12	3
Sone Canals	1,444	7	9	28,393	15	5	6,239	2	9	67,993	14	3
Total	20,853	0	3	1,89,267	3	6	22,292	5	9	2,[illegible]3,044	10	10

CALCUTTA,
The 12th February 1901.

A. H. C. MACCARTHY,
Under-Secy. to the Govt. of Bengal.

IRRIGATION DEPARTMENT, BENGAL.

Abstract Statement showing Tollage on Canals in Bengal classed as Minor Works and Navigation for the month of December 1900, as compared with that of the corresponding month of the previous year

Canals	Tollage, 1900 1901						Tollage, 1899 1900					
	During the month			To end of the month			During the month			To end of the month		
1	2			3			4			5		
	Rs	A	P	Rs	A	P	Rs	A	P	Rs	A	P.
Calcutta and Eastern Canals	31,538	6	6	2,16,009	1	6	29,578	8	6	2,21,639	0	9
Tolly's Nala	7,000	6	9	62 258	3	3	7,650	6	0	62,397	9	6
Total	38,538	13	3	2,78,267	4	9	37,228	14	6	2,84,036	10	3
Orissa Coast Canal	4,037	7	9	33,343	9	0	2,137	6	9	31,243	11	9
Nadia Rivers	5,579	12	6	88 295	1	0	4,196	6	6	92,913	11	0
Grand Total	48,756	1	6	3,99,905	11	9	[illegible]	11	[illegible]	4,08,224	1	0

Calcutta,
The 12th February 1901

A H C MacCarthy,
Under-Secy to the Govt of Bengal.

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT

Approximate Return of Traffic on the Circular and Eastern Canals for the week ending Saturday, the 9th February 1901, as compared with the corresponding week of the previous year

Nature of Cargo	Week ending Saturday the 9th February 1901			Week ending Saturday the 10th February 1900		
	Number of boats	Weight of cargo	Tollage	Number of boats	Weight of cargo	Tollage.
	No	Mds	Rs	No	Mds	Rs
Rice and paddy	1,515	2 98,675	4,965	1,388	3,83,510	6,327
Jute	116	41,500*	599	39	20,950	319
Firewood	64	54,125	811	71	63 500	946
Other articles	897	2,37,250	3,021	7?5	1,60 785	2,043
Total	2,622	6,29,550	9,396	2,233	6,28,745	9,635

* Weight by canal measurement—40,102¼ maunds.

BENGAL AND NORTH WESTERN RAILWAY.

Statement of goods traffic for the month of October 1900, compared with the corresponding period in 1899

Description of goods	1899 Tons	1899 Rs	1900 Tons	1900 Rs	Increase Tons	Increase Rs	Decrease Tons	Decrease Rs	Explanation of fluctuations by the Traffic Manager
I.—Apparel including drapery, haberdashery, military uniforms and outfits, boots and shoes			53	6[illegible]1	5[illegible]	661			
II.—Coal and Coke carried for the Public and Foreign Railways	673	1,308	319	8[illegible]1			3[illegible]4	447	
III.—Cotton—									
1. Raw	6[illegible]	5[illegible]4	71	73[illegible]	8	141			
2. Manufactured—									
(a) Twist and yarn, European	[illegible]	[illegible]3	[illegible]	[illegible]1			4	23	
(b) Twist and yarn, Indian	[illegible]	[illegible]	2 1	1[illegible]			3[illegible]	1 3	
(c) Piece-goods, European	1 [illegible]	[illegible]	1 358	9 [illegible]	1[illegible]	33[illegible]			More demand opening of extensions
(d) Piece-goods, Indian	30	[illegible]	614	4 113	[illegible]	[illegible]03			
(e) Others			1						
IV.—Chemicals excepting saltpetre									
V.—Drugs—									
1. Intoxicating other than opium	1	18					1	18	
2. Non-intoxicating—									
(a) Medicinal preparations									
(b) Others	48	114	115	[illegible]	4[illegible]	21[illegible]			
VI.—Dyes and Tans—									
1. Al (Manjistha or Indian madder)	5	8	2	[illegible]			3	9	
2. Alizarine and aniline dyes		1		1			4	11	
3. Cutch	[illegible]	118	7	[illegible]			2	33	
4. Indigo	1	7	2	1	1	5			
5. Myrobalans									
6. Tanning barks	[illegible]		104	1 2[illegible]	44	661			
7. Turmeric	[illegible]	[illegible]	15	[illegible]	6			14	
8. Others									
VII.—Fodder—									
1. Oilcake			3[illegible]0	1 [illegible]	3[illegible]0	1 [illegible]37			
2. Hay, straw and grass									
VIII.—Fruits and vegetables, fresh			637	[illegible]0[illegible]	63	3[illegible]			
IX.—Grain and Pulse—									
1. Gram and pulse	[illegible]6[illegible]	18,[illegible]8[illegible]	2 8[illegible]	4 [illegible]			[illegible]78	11 1[illegible]3	Less demand from famined districts
2. Jowar and bajra	1	2	1				44	2 1	
3. Rice, with husk	2[illegible]	[illegible] 2	1 [illegible]9	4[illegible]			1 0[illegible]	3 104	
4. Rice, not in the husk	[illegible]80	[illegible]	5 8[illegible]	2[illegible] 1[illegible]			1 [illegible]	[illegible]	
5. Wheat	6 0[illegible]	19 [illegible]70	1 [illegible]21	[illegible]			4 1[illegible]8	[illegible]37[illegible]	
6. Wheat flour			80		[illegible]	[illegible]3			
7. Maize	3 [illegible]80	11 [illegible]6	2 1[illegible]1	6 [illegible]			[illegible]	1 [illegible]6	
8. Others	16 311	[illegible]	8 7[illegible]6	13 [illegible]			12 7[illegible]	4[illegible] 487	
X.—Hides and Skins—									
1. Hides of cattle—									
(a) Dressed or tanned			1	10	1	10			
(b) Raw	518	2 [illegible]	278	1 [illegible]			[illegible]3[illegible]	913	
2. Skins of sheep and other animals—									
(a) Dressed or tanned	6	41	2	7			4	28	
(b) Raw	11[illegible]	[illegible]8	20[illegible]	1 1[illegible]	65	[illegible]	5	3[illegible]	
XI.—Horns		33							
XII.—Hemp (Indian) and other fibres excluding jute	...								
XIII.—Jute—									
1. Raw	50	[illegible]	31	[illegible]			2[illegible]	98	
2. Gunny bags and cloth	1 088	5 130	903	4 [illegible]			17[illegible]	[illegible]08	
XIV.—Lac	80	8[illegible]2	86	[illegible]3[illegible]	6	1[illegible]0			
XV.—Leather—									
1. Unwrought									
2. Wrought excepting boots and shoes	44	44[illegible]	2	31			42	414	
XVI.—Liquors—									
1. Ale and Beer	6	3[illegible]	4	27			2	5	
2. Spirits of all kinds including country spirits	12	6[illegible]					12	60	
3. Wine	10	181	2[illegible]	1[illegible]8	[illegible]	17			
4. All other sorts including toddy and fermented liquor other than ale and beer							..		
XVII.—Metals—									
1. Brass, unwrought	16	107	9	[illegible]8			7	30	
2. Brass, wrought	77	4[illegible]	132	71[illegible]	55	3[illegible]6			
3. Copper, unwrought	1	4	1	[illegible]		1	..		
4. Copper, wrought	6	5[illegible]	9	80	3	21			
5. Iron and steel—									
(a) Cast			28	6[illegible]	29	6[illegible]	..		
(b) Unwrought			3	11	3	11		..	
(c) Wrought			287	1 [illegible]	28[illegible]	1 272			
(d) Manufactures	460	2 371	206	1,135		..	234	1,236	
6. Others	11[illegible]	609	97	[illegible]73			22	96	
XVIII.—Oils—									
1. Kerosine	4[illegible]3	1 363	919	3 [illegible]	4[illegible]6	2 555			More demand opening of extensions
2. Castor	16	1 [illegible]	15	91		..	1	27	
3. Coconut	8	42	31	120	23	78			
4. Mustard and rape		..	16	0	16	50			
5. Others	48	[illegible]58	13	86			35	4[illegible]2	

Description of Goods	1899		1900		Increase		Decrease		Explanation of fluctuations by the Traffic Manager
	Tons	Rs	Tons	Rs	Tons.	Rs	Tons	Rs.	
XIX.—Oilseeds—									
1 Castor	426	[illegible]	412	378	14			175	
2 Earth-nuts									
3 Linseed	3[illegible]	10,82[illegible]	1 070	3 417			2 [illegible]	7 412	Stocks exhausted early in the season
4 Poppy	2[illegible]	[illegible]	[illegible]7	[illegible]			18[illegible]	825	
5 Rape and mustard	1 211	2,[illegible]	[illegible]	2 [illegible]			[illegible]	103	
6 Til or jinjili	1	[illegible]	10	43	9	4[illegible]			
7 Others	3 581	11,[illegible]	534	1 747			3 047	9 448	
XX.—Opium	10	2[illegible]	8	148			2	116	
XXI.—Paper and Pasteboard	23	1[illegible]	1[illegible]	80			8	65	
XXII.—Provisions—									
1 Dried fruits and nuts	75	615	111	1 1[illegible]3	36	5[illegible]			
2 Ghee	144	[illegible]12	[illegible]	1 [illegible]	113	538			
3 Others	1 246	6 [illegible]	3[illegible]5	1 [illegible]92			921	4,890	
XXIII.—Railway Plant and Rolling Stock carried for the Public and Foreign Railways—									
1 Locomotive engines and tenders and parts thereof									
2 Carriages and trucks and parts thereof									
3 Materials—									
(a) Steel rails and fish plates									
(b) Sleepers and keys of steel and cast iron	17	130	2	2		132	15		
(c) Others	159	31					159	31[illegible]	
XXIV.—Salt	5 212	13 [illegible]	6 603	1[illegible] 203	1 391	4,[illegible]			
XXV.—Saltpetre and other saline substances—									
1 Saltpetre	1 278	3 701	1 314	4 112	6[illegible]	411			
2 Other saline substances			13	20	13	[illegible]0			
XXVI.—Silk—									
1 Raw—									
(a) Foreign									
(b) Indian	2	11					2	11	
2 Piece goods—									
(a) Foreign									
(b) Indian									
XXVII.—Spices—									
1 Betelnuts	161	1,19[illegible]	14[illegible]	1 [illegible]			16	132	
2 Cardamoms	3	[illegible]	2	31			[illegible]	[illegible]	
3 Chillies	[illegible]	[illegible]	10	1 [illegible]			34	212	
4 Ginger	8	44	10	1[illegible]0	2	76			
5 Pepper	2	90[illegible]	10	[illegible]			1	133	
6 Others	281	2 2[illegible]	1[illegible]	1 053			[illegible]	1 1[illegible]	
XXVIII.—Stone and lime	577	1,183	3[illegible]	811			1[illegible]	67[illegible]	
XXIX.—Sugar—									
1 Refined or crystallised including sugarcandy	950	4 308	31	4 498		10	249		
2 Unrefined—									
(a) Sugar	1 636	6 2 3	[illegible]	[illegible]			1 [illegible]77	[illegible]	Less production.
(b) Gur, rab, jaggery, molasses and other saccharine produce			454	1 [illegible]	494	1,[illegible]			
XXX.—Tea—									
1 Foreign									
2 Indian	2	16	1	4			1	12	
XXXI.—Tobacco—									
1 Unmanufactured	[illegible]42	5 242	811	5 282		40	1 1		
2 Manufactured—									
(a) Cigars			3	[illegible]	3	[illegible]			
(b) Other sorts	31	145	3[illegible]	27[illegible]	2	1[illegible]7			
XXXII.—Wood—									
1 Timber unwrought			[illegible]	13	54	130			
2 [illegible]	4[illegible]9	[illegible]	[illegible]	1 08[illegible]	1[illegible]	[illegible]40			
3 [illegible]	41	72	[illegible]	61			10	[illegible]11	
4 Manufactures			3[illegible]	101	33	1[illegible]			
XXXIII.—Wool—									
1 Raw	8	61	1	8			7	53	
2 Manufactured—									
(a) Carpets and rugs			1	10	1	10			
(b) Piece-goods, European			1	8	1	8			
(c) Piece-goods, Indian	1[illegible]	182	1[illegible]	11[illegible]			5	63	
(d) Other sorts of manufactures									
XXXIV.—All other articles of merchandise—									
1 [illegible]	0	1[illegible]3	1[illegible]	93	3			6[illegible]	
2 [illegible]	[illegible]	3[illegible]	8 [illegible]	1 [illegible]7	[illegible]		5 [illegible]	2 4 [illegible]	
3 Others not specified above	2 0[illegible]	11 0[illegible]	1 [illegible]	6 046			[illegible]14	4 1[illegible]	
Total	7[illegible]	2 [illegible]	43 3 4	1 0[illegible]	5,133	2[illegible] 161	40 [illegible]	1 [illegible]92	

GORAKHPUR,
The 21st January 1901

CHARLES YOUNG,
For *Auditor of Accounts.*

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY

Approximate Return of Traffic for week ended 26th January 1901, on 1,83?·09 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	Number of passengers.	Coaching receipts.	Weight carried	Receipts			Coaching	Merchandise.	Total
		Rs. A. P.	Mds. S.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total Traffic for the week	(a) 380,439	(a) 4 25,231 6 0	53 07,815 0	(b) 8,60,707 9 0	24,595 0 0	13,14,533 15 0	111,135	174,894	286,059
Or per mile of Railway		231 7 6		471 12 6	13 4 10	715 8 10			
For previous 2½ weeks of half year	894,128	9,77,609 1 0	1,11 48,186 10	23,07,359 9 0	64,992 0 0	33,40,960 10 0	286,353	487,414	773 767
Total for 3½ weeks	1 274,567	14,02,840 7 0	1,93,56,001 10	31,74,067 2 0	87,587 0 0	46,64,494 9 0	397 588	662,238	10,59,826
Comparison									
Total for corresponding week of previous year	332 294	3,52,160 8 1	54,92,659 10	10,88,005 0 1	30 063 12 5	14,71,129 4 10	93,721½	195,534½	289,256½
Per mile of railway corresponding week of previous year	.	205 12 0	.	635 10 7	18 1 5	859 6 0		...	
Total for corresponding 3½ weeks of previous year	1,239,513	13,48,314 11 4	1 92,60,573 0	39,96,448 0 6	1 09,111 15 1	54,54,374 10 11	398,227½	739,209½	1,137,436½

(a) The increase is in outward traffic and is due to the greater movements of pilgrims on account of "Magh" mela.
(b) The decrease is chiefly due to heavier upward despatches of food-grains in the corresponding period of 1900.

1901 — *Abstract of prog ss we weekly returns of all earnings for 1901 in comparison with 1900*

Open mileage	Period	Coaching Traffic.		Merchandise and Mineral Traffic		Other earnings.	Total	Per mile of railway	Train mileage	
		No of passengers	Rs.	Mds	Rs	Rs.	Rs	Rs	No	Rate. Rs A P
1,837 09	12 days of January	510 313	5 87,107	84 76,033	14,02 [illegible]	43,014	20,31 811	1 106	481 109	4 3 5
1 837·09	Week ended 19th	384 816	3 91 403	52 72 154	9 05 870	24 078	13 19,150	718	271 [illegible]	4 8 4
1,837 09	" " 26th "	380 439	4,25,231	53,07,815	8,60,708	24 595	13,14 534	716	286 059	4 9 6
	Totals up to date	1 274 567	14,02,840	1 93,56,001	31,74,008	87,587	46,64,496	634	1 059,826	4 6 5

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded — 1900

Open mileage	Period	No of passengers	Rs	Mds.	Rs	Rs	Rs	Rs	No	Rate Rs A P
1,711 61	13 days of January	596 [illegible]	6 [illegible] 195	87 30 [illegible]	18 3[illegible] ,800	40 510	25 [illegible] 514	1,489	534 [illegible]07	4 12 4
1 711 61	Week ended 20th January	360 577	[illegible] 91 [illegible]	5[illegible],37,540	10,71 [illegible]	31,039	14 31 31	[illegible]	309 [illegible]	4 11 7
1,711 61	" " 27th "	332 294	[illegible] 160	54,92,659	10,8[illegible] 00	30 [illegible]	14 71 129	860	28[illegible] 257	5 1 4
	Totals up to date	1 239 513	13,48 814	1,92,60 573	39,96 448	1 09 112	54,54 374	826	1,127 437	4 13 5

TARKESSUR BRANCH RAILWAY

Approximate Return of Traffic for week ended 26th January 1901, on 22·23 miles open

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings (estimated)	Total earnings.	Traffic Train miles run.		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching.	Merchandise	Total.
		Rs. A P	Mds S	Rs A P	Rs A P	Rs A P			
Total traffic for the week	19,426	5,327 13 0	35,720 20	833 13 0	6 0 0	6,217 9 0	1 061	127	1,188
Or per mile of railway		239 10 9		37 12 0	0 4 6	279 11 1			
For previous 2½ weeks of half-year	55,449	13,312 11 0	97 646 0	2 106 8 0	17 0 0	15,436 3 0	2,793	442	3,226
Total for 3½ weeks	75,875	18,610 8 0	1 33,366 20	2,990 4 0	23 0 0	21,653 13 0	3,844	569	4,413
Comparison.									
Total for corresponding week of previous year	21,610	5,716 6 4	72,104 10	1,056 15 0	14 12 9	6,398 2 1	1,037	261	1,298
Per mile of railway corresponding week of previous year		234 10 6		47 8 8	0 10 8	282 13 10		......	...
Total for corresponding 3½ weeks of previous year	79,890½	18,730 10 6	1 32,540 0	3,062 14 0	40 10 6	21,834 3 0	4,079	1 160	5,239

TARKESSUR BRANCH RAILWAY—*concluded*

1901 *Abstract of progressive weekly return of all earnings for 1901 in comparison with 1900.*

Open mileage	Period	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total.	Per mile of railway	Train mileage	
		No of passengers	Rs	Mds	Rs	Rs	Rs	Rs.	No	Rate. Rs A P
22 23	13 days of January	32 815	7 786	61 722	1,378	11	9,175	413	2 057	4 8 1
22 23	Week ending 19th January	22 [illegible]	5 [illegible]	35 924	789	6	6 261	282	1 168	5 4 4
22 23	" 26th	19 826	5 328	35 721	863	6	6,217	280	1 188	5 3 9
	Totals up to date	75 375	16 640	133,367	2,990	23	21 653	262*	4,413	4 14 6

Abstract of progressive weekly return of all earnings for 1901 in comparison with 1900—concluded 1900.

Open mileage	Period	No of passengers	Rs	Mds	Rs	Rs	Rs.	Rs.	No	Rate. Rs. A P
22·23	13 days of January	38,032	6,690	35 148	1 501	16	10 416	469	2 345	4 7 1
22 23	Week ending 20th January	19 749	6,615	14 487	505	10	5 130	231	1,596	3 3 5
22 23	" " 27th "	21 810	5 216	72,10 5	1 057	15	6 288	283	1 298	4 13 6
	Totals up to date	79 591	18,730	1,22 540	3,063	41	21,834	256	5,239	4 2 8

DELHI-UMBALLA-KALKA RAILWAY

Approximate Return of Traffic for week ended 26th January 1901, on 162·24 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	14,984	11,367 7 0	1,60 115 0	12 507 12 0	68 0 0	23 943 3 0	7 880	4,216	11,096
Or per mile of railway		70 1 1		77 1 6	0 6 8	147 9 3			..
For previous 2½ weeks of half year ...	41 303	34 345 1 0	3 84 681 0	30 293 10 0	178 0 0	64 816 11 0	20 637	9,309	29 946
Total for 3½ weeks	56,287	45 712 8 0	5,44 796 0	42 801 6 0	246 0 0	88 759 14 0	28,517	12 525	41,042
COMPARISON									
Total for corresponding week of previous year	14,124	10 422 1 5	96 326 0	10,158 7 3	140 2 9	20 720 11 5	7 204½	2 481½	9,686
Per mile of railway corresponding week of previous year		64 3 10		62 9 10	0 13 10	127 11 6	..		..
Total for corresponding 3½ weeks of previous year	56 854	48 103 10 10	3 59 849 10	44 041 15 3	307 6 6	92,453 0 7	27,177	11 645	38,822

1901 *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900*

Open mileage	Period	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings.	Total	Per mile of railway	Train mileage.	
		No of passengers.	Rs	Mds.	Rs	Rs	Rs	Rs	No	Rate. Rs A P
162·24	12 days of January	25,949	22,231	2 42 288	17 745	113	40 089	247	18,088	2 2 4
162·24	Week ended 19th January	15 354	12 114	1 4 [illegible]	12 [illegible]	65	24 727	152	11 258	2 3 2
162·24	" 26th "	14 984	11,367	1 60 116	12 508	68	23 943	148	11,096	2 2 6
	Totals up to date	56,287	45,712	5 44 797	4[illegible] 801	246	88 759	147	41 042	2 2 7

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded. 1900.

Open mileage	Period	No of passengers	Rs	Mds	Rs	Rs	Rs.	Rs	No	Rate. Rs A P
162·24	13 days of January	28 693	26 036	1 85 104	22,085	123	49,204	303	19 464	2 8 4
162·24	Week ended 20th January	14 217	10 485	78 419	11,799	44	22,528	139	9 672	2 5 3
162·24	" " 27th "	14 124	10 428	96 326	10 158	140	20,721	128	9 686	2 2 3
	Totals up to date	56 854	48 101	3 59 849	44,042	307	92 453	146	38,822	2 6 1

SOUTH BEHAR RAILWAY

Approximate Return of Traffic for week ended 26th January 1901, on 78·76 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	9,458	4,4 8 0 0	54,334 10	3,515 7 0	42 0 0	8,026 0 0	1 779	977	2,756
Or per mile of railway		56 11 9		44 10 3	0 8 6	101 14 6			
For previous 2½ weeks of half year	26,081	12 685 7 0	1 19 801 20	9 979 6 0	118 0 0	22,782 13 0	4 823	2 096	7,519
Total for 3½ weeks	35 539	17,154 0 0	1 74,135 30	13 494 13 0	160 0 0	30 808 13 0	6 602	3 073	10,275
Comparison									
Total for corresponding week of previous year	10,125	4 974 0 9	60 002 30	4 588 5 0	21 3 3	9 584 1 0	1,539	687	2,226
Per mile of railway corresponding week of previous year		63 2 7	..	58 4 2	0 4 3	121 11 0			..
Total for corresponding 3½ weeks of previous year	39 339	18 498 9 7	2,15,476 30	15,800 0 0	97 9 0	34,380 8 7	5,791	2,795	8,586

1901 *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900*

Open mileage	Period	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total	Per mile of railway	Train mileage	
		Number of passengers	Rs	Mds	Rs*	Rs	Rs	Rs	No	Rate Rs. A P
78 76	12 days of January	16 080	7 598	71 131	5 321	75	12 954	164	4 763	2 11 6
78 76	Week ended 19th	10 001	5 127	48 663	4 651	43	9 829	125	2 757	3 9 1
78 76	26th	9 458	4 450	54 334	3 515	42	8 026	102	2 755	2 14 7
	Totals up to date	35 539	17,154	1 74,136	13 495	160	30 809	105	10 275	3 0 0

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded **1900**

Open mileage	Period	Number of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs A P.
78 76	13 days of January	19 319	9 099	94 738	6 91	54	16 144	205	4 134	3 14 6
78 76	Week ended 20th	9 895	4 425	60 658	4 221	12	8 659	110	2 [illegible]	3 14 3
78 76	27th	10 125	4,975	60,093	4 588	21	9 584	122	2 226	4 4 11
	Totals up to date	39 339	18 499	2 15,477	15 800	87	34,380	113	8,586	4 0 1

EASTERN BENGAL STATE RAILWAY

(Including N B, K D, Dacca, and Assam Behar Sections)

Approximate Return of Traffic and Mileage for the week ended 26th January 1901 on 843 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (including ferry)	Total earnings.	Traffic Train miles run		
	No of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	209,230	1,09 420 0 0	10 97 740 0	1,96 780 0 0	44 350 0 0	3 50 550 0 0	35 833	40,522	76,354
Or per mile of railway	248	130 0 0	1 302 0	233 0 0	50 0 0	393 0 0*			..
For previous 3 weeks of half-year ..	616,100	2 91 200 0 0	29 86 290 0	4,85,570 0 0	34 120 0 0	8,10 890 0 0	99 787	114,444	214,231
Total for 4 weeks ..	825 330	4,00,620 0 0	40,84 030 0	6,82,350 0 0	78 170 0 0	11 61 440 0 0	135 619	154 966	290 585
Comparison									
Total for corresponding week of previous year	213,548	1,10 025 0 0	11 50 049 0	2,11,459 0 0	56 176 0 0	3,77 690 0 0	35 385	41,832	77,217
Per mile of railway corresponding week of previous year	256	132 0 0	1 630 0	253 0 0	47 0 0	432 0 0			
Total to corresponding date of previous year	829,357	3,99,566 0 0	42 45,459 0	6 77,132 0 0	95 540 0 0	11 72 238 0 0	139,408	158,869	298,277

* Excluding steamer earnings

DACCA STATE RAILWAY

Approximate Return of Traffic and Mileage for the week ended 26th January 1901, on 86 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings.	Traffic Train miles run		
	No of passengers	Coaching receipts.	Weight carried	Receipts			Coaching.	Merchandise	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week	22 080	7,500 0 0	54,600 0	4,940 0 0	120 0 0	12,560 0 0	2,750	2,986	5,736
Or per mile of railway	257	87 0 0	635 0	56 0 0	1 0 0	146 0 0	...		...
For previous 3 weeks of half year	69,100	23,140 0 0	1,61,520 0	16,820 0 0	430 0 0	40 390 0 0	7 590	6,049	13,639
Total for 4 weeks	91 180	30,640 0 0	2,16,120 0	21,760 0 0	550 0 0	52,950 0 0	10,340	9,035	19,375
Comparison									
Total for corresponding week of previous year	24,080	7 974 0 0	33 470 0	3,016 0 0	2 053 0 0	13,043 0 0	2,888	1,000	3,888
Per mile of railway corresponding week of previous year	280	93 0 0	388 0	35 0 0	24 0 0	152 0 0	...		...
Total to corresponding date of previous year	92,442	29,361 0 0	1,29 042 0	18,062 0 0	2,338 0 0	44,751 0 0	11,271	6,397	17,668

COOCH BEHAR STATE RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 26th January 1901, on 33 73 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (including ferry)	Total earnings	Traffic Train miles run.		
	No of passengers.	Coaching receipts.	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week	1 500	610 0 0	9,8[illegible] 0	850 0 0	50 0 0	1 519 0 0	375	1,407	(a)1 782
Or per mile of railway	44	18 0 0	[illegible] 0	25 0 0	1 0 0*	44 0 0*			...
For previous 3 weeks of half year	4,510	1 990 0 0	22 3[illegible]0 0	2,130 0 0	120 0 0	4,240 0 0	1 030	3,468	4,498
Total for 4 weeks	6 010	2 600 0 0	32,[illegible]0 0	2,980 0 0	170 0 0	5 750 0 0	1,405	4,875	6,280
Comparison									
Total for corresponding week of previous year	1,837	782 0 0	16,3[illegible]4 0	1,584 0 0	146 0 0	2,514 0 0	103	936	1,039
Per mile of railway corresponding week of previous year	55	24 0 0	5[illegible]3 0	48 0 0		78 0 0			...
Total to corresponding date of previous year	6,357	2,741 0 0	44,531 0	3 960 0 0	580 0 0	7 281 0 0	722	3,910	4 632

* Excluding coaching ferry.
(a) Includes ballast train miles, 1,182

MYMENSINGH-JAGANNATHGANJ RAILWAY

Approximate Return of Traffic and Mileage for the week ended 26th January 1901 on 53 37 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run		
	No of passengers	Coaching receipts.	Weight carried.	Receipts.			Coaching	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week	9 140	2,330 0 0	17 000 0	840 0 0	20 0 0	3,190 0 0	1 104	1,062	*2,166
Or per mile of railway	171	44 0 0	319 0	16 0 0	1 0 0	61 0 0	...		...
For previous 3 weeks of half year	23 340	5 750 0 0	56,160 0	2,670 0 0	40 0 0	8,460 0 0	3,004	1,024	4,028
Total for 4 weeks	32 480	8,130 0 0	73 160 0	3,510 0 0	70 0 0	11,710 0 0	4,108	2,086	6,194
Comparison									
Total for corresponding week of previous year	8,00[illegible]	1 029 0 0	41,131 0	2,357 0 0	8 0 0	4,394 0 0	903	581	1,484
Per mile of railway corresponding week of previous year	148	38 0 0	762 0	44 0 0		82 0 0	...	...	...
Total to corresponding date of previous year	32 790	8,448 0 0	69,600 0	4,099 0 0	54 0 0	12,591 0 0	3,337	2,190	7,[illegible]

* Includes ballast train miles 876.

BRAHMAPUTRA-SULTANPUR RAILWAY

Approximate Return of Traffic and Mileage for the week ended 26th January 1901 on 59 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run		
	No. of passengers	Coaching receipts	Weight carried	Receipts.			Coaching	Merchandise	Total
		Rs A P	Mds s.	Rs. A P	Rs A P	Rs A P			
Total traffic for the week ..	5,420	1,960 0 0	15,430 0	1,480 0 0	30 0 0	3,470 0 0	1,260	420	1,680
Or per mile of railway ..	92	33 0 0	262 0	25 0 0	1 0 0	59 0 0			
For previous 3 weeks of half year	13,920	4 720 0 0	43,060 0	4,320 0 0	60 0 0	9,100 0 0	3,480	1,568	5,048
Total for 4 weeks	18,340	6 680 0 0	58,490 0	5,800 0 0	90 0 0	12,570 0 0	4,740	1,988	6,728
Comparison									
Total for corresponding week of previous year	2,135	681 0 0	41,537 0	1,306 0 0	10 0 0	1,997 0 0	165	886	1,051
Per mile of railway corresponding week of previous year	36	28 0 0	1,678 0	58 0 0		81 0 0			
Total to corresponding date of previous year ...	10,811	3,303 0 0	1,04,023 0	4,025 0 0	42 0 0	7,370 0 0	645	3,252	3,897

EASTERN BENGAL STATE RAILWAY

(Including N B, K.-D, Dacca, and Assam Behar Sections.)

Approximate Return of Traffic and Mileage for the week ended 2nd February 1901, on 853† miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (including ferry)	Total earnings	Traffic Train-miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts.			Coaching	Merchandise	Total
		Rs A P	Mds s	Rs A. P	Rs A P	Rs A P			
Total traffic for the week	236 000	1,31,860 0 0	1,100,820 0	1 68,000 0 0	10 1[illegible]0 0 0	3,10,010 0 0	35,736	39,447	75,183
Or per mile of railway	277	155 0 0	1,291 0	197 0 0	1 0 0	353 0 0*			
For previous 4 weeks of half year ..	825,330	4,01,620 0 0	4,084,030 0	6 82,350 0 0	78 470 0 0	11,61,440 0 0	135,619	154,966	290,585
Total for 5 weeks	1,061,330	5,33 480 0 0	5 184,850 0	8 50,350 0 0	88 620 0 0	14,71 450 0 0	171,355	194 413	365,768
Comparison									
Total for corresponding week of previous year	209,612	1,03,765 0 0	1,161,171 0	1 71,827 0 0	15,107 0 0	2,90,699 0 0	35,835	41,015	76 850
Per mile of railway corresponding week of previous year	251	125 0 0	1,392 0	206 0 0	1 0 0	332 0 0			..
Total to corresponding date of previous year ...	1,038,969	5 08,331 0 0	5,406,680 0	8,48,950 0 0	1 10 047 0 0	14,62,937 0 0	175 243	199,884	375,127

* Excluding steamer earnings

† Increase is due to the opening of the British Sec[illegible]ion of C B S. Railway up to Jainti from 1st February 1901

DACCA STATE RAILWAY

Approximate Return of Traffic and Mileage for the week ended 2nd February 1901, on 86 miles open

	Coaching Traffic		Merchandise and Mineral Traffic.		Other earnings.	Total earnings.	Traffic Train miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts.			Coaching	Merchandise.	Total
		Rs A P	Mds s	Rs. A. P	Rs A P	Rs A P			
Total traffic for the week	29,800	10,360 0 0	56,160 0	5,430 0 0	460 0 0	0,250 0 0	2,920	2,546	5,466
Or per mile of railway ..	347	121 0 0	653 0	63 0 0	5 0 0	189 0 0			
For previous 4 weeks of half year	91,180	30,640 0 0	2 16,120 0	21,760 0 0	550 0 0	52 950 0 0	10,340	9 028	19 368
Total for 5 weeks	120,980	41,000 0 0	2,72,280 0	27,190 0 0	1,010 0 0	69,200 0 0	13 260	11 574	[illegible]
Comparison									
Total for corresponding week of previous year	22,275	7,046 0 0	24,501 0	2,577 0 0	93 0 0	9,716 0 0	2,064	1,000	3,064
Per mile of railway corresponding week of previous year ..	259	82 0 0	285 0	30 0 0	1 0 0	113 0 0			..
Total to corresponding date of previous year	114,717	36,407 0 0	1,54,443 0	15 639 0 0	2,421 0 0	54,467 0 0	14,235	5 397	19,632

COOCH BEHAR STATE RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 2nd February 1901, on 33·73 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (including ferry)	Total earnings.	Traffic train miles run		
	Number of passengers	Coaching receipts.	Weight carried	Receipts.			Coaching	Merchandise	Total
		Rs A. P	Mds s	Rs A P.	Rs A P	Rs A. P			
Total traffic for the week	1,520	670 0 0	8,106 0	600 0 0	40 0 0	1,310 0 0	295	1,295	(a) 1,590
Or per mile of railway	15	20 0 0	[illegible] 0	18 0 0	...	38 0 0*		..	......
For previous 4 weeks of half year	6,010	4,600 0 0	[illegible] 0	2,980 0 0	170 0 0	5 750 0 0	1,405	4,875	6,280
Total for 5 weeks	7,530	3 270 0 0	[illegible] 0	3,580 0 0	210 0 0	7 060 0 0	1,700	6,170	7,870
COMPARISON									
Total for corresponding week of previous year	1,527	652 0 0	14 4[illegible] 0	988 0 0	214 0 0	1,854 0 0	195	891	1,086
Per mile of railway corresponding week of previous year	46	19 0 0	431 0	30 0 0	8 0 0	52 0 0			......
Total to corresponding date of previous year	7 885	3 393 0 0	58 [illegible]37 0	4,948 0 0	795 0 0	9,136 0 0	917	4,801	5,718

* Excluding coaching ferry.
(a) Includes ballast train miles 960

MYMENSINGH-JAGANNATHGANJ RAILWAY

Approximate Return of Traffic and Mileage for the week ended 2nd February 1901, on 53 87 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run		
	Number of passengers.	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	10 270	2,52[illegible] 0	17,530 0 0	840 0 0	20 0 0	3,3[illegible] 0 0	1 120	808	1,928*
Or per mile of railway	192	47 0	325 0 0	16 0 0	..	[illegible] 0 0			
For previous 4 weeks of half year ..	32 450	8,190 0	73 100 0 0	3,510 0 0	70 0 0	11 710 0 0	4,108	2,086	6 194
Total for 5 weeks	42,750	10,650 0	90,630 0 0	4,350 0 0	90 0 0	15 090 0 0	5 228	2 894	8,122
COMPARISON									
Total for corresponding week of previous year	6,823	1 664 0	30,188 0 0	1,949 0 0	14 0 0	3,617 0 0	974	550	1,524
Per mile of railway corresponding week of previous year	126	31 0	559 0 0	37 0 0		68 0 0		...	
Total to corresponding date of previous year	50, 603	10 102 0	99,783 0 0	6,098 0 0	68 0 0	16,308 0 0	4,811	3,740	8,551

* Includes ballast train miles 444

BRAHMAPUTRA SULTANPUR RAILWAY

Approximate Return of Traffic and Mileage for the week ended 2nd February 1901, on 59 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings.	Total earnings.	Traffic Train miles run.		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching.	Merchandise	Total.
		Rs A P	Mds s.	Rs. A P	Rs A P	Rs A P			
Total traffic for the week	[illegible]	1 [illegible] 0 0	19 340 0	1,760 0 0	30 0 0	3,630 0 0	830	1,186	(a)2,016
Or per mile of railway	1 4	[illegible]1 0 0	325 0	30 0 0	1 0 0	62 0 0		..	......
For previous 4 weeks of half year	[illegible]	[illegible] 0 0	58,400 0	[illegible],800 0 0	90 0 0	12,570 0 0	4,740	1,988	6,728
Total for 5 weeks	[illegible]	[illegible] 0 0	77,[illegible]30 0	7,860 0 0	120 0 0	16,200 0 0	5,570	3,174	8,744
COMPARISON									
Total for corresponding week of previous year	1 [illegible]17	[illegible] 0 0	[illegible] 0	1 [illegible] 0 0	8 0 0	1,909 0 0	163	1 143	1,306
Per mile of railway corresponding week of previous year		[illegible] 0	1,0[illegible] 0	56 0 0		31 0 0	....	.. .	......
Total to corresponding date of previous year	[illegible]	[illegible] 0 0	[illegible] 0	[illegible] 0 0	60 0 0	9,369 0 0	907	4,395	5,302

(a) Includes ballast train miles 336.

BENGAL CENTRAL RAILWAY COMPANY, "LIMITED"

Approximate Return of Traffic and Mileage for the week ended 26th January 1901, on 139 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train-miles run		
	No. of passengers.	Coaching receipts	Weight carried.	Receipts			Coaching	Merchandise.	Total
		Rs A. P	Mds s.	Rs A P	Rs. A P	Rs A P			
Total traffic for the week ..	28 475	14,949 0 9	59,765 0	4,569 0 0	19,940 0 0	39,458 9 0	4,652	2,708	7,360
Or per mile of railway	219	115 0 0†	430 0	33 0 0	143 0 0	291 0 0		...	..
For previous 3 weeks of half year	86,397	37,992 0 0	1,83,678 0	13,182 0 0	1,017 0 0	52,191 0 0	12,261	7,614	19 875
Total for 4 weeks ..	114,872	52,941 0 0	2,43,443 0	17,751 0 0	20,957 0 0	91,649 9 0	16,913	10,322	27,235
Comparison									
Total for corresponding week of previous year	30,555	13,517 0 0	86,298 0	6,308 0 0	10,535 0 0	30,360 0 0	4,341	3,836	8,177
Per mile of railway corresponding week of previous year	235	104 0 0	621 0	45 0 0	76 0 0	235 0 0		...	
Total to corresponding date of previous year ..	122,516	50,438 0 0	2,80,814 0	21,780 0 0	11,501 0 0	83,719 0 0	18,939	10 173	29,112

† Coaching traffic calculated on 130 miles only

BENGAL AND NORTH-WESTERN RAILWAY

Approximate Return of Traffic for the week ending 2nd February 1901, on (a) 1,180 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated), including steam-boat.	Total earnings	Traffic Train miles run		
	No of passengers	Receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs	Mds	Rs	Rs	Rs			
Total traffic for the week on (a) 1,180 miles open	160 599	68 530	6,86,990	1 08,840	16,090	(b)1 93,460	30,631	(c)30,105	60,736
Or per mile of railway	136 00	58 07	582 19	90 63	14 40	163 10		..	.. ..
For previous 3½ weeks of half year ..	516,020	2,26,940	21,95,720	2,82 870	56,850	5 76,160	110,959	99,890	210 849
Total for 4½ weeks	676,610	2 95,470	28 82 710	3,19 510	73,840	7,68,690	141,590	129,995	271 585
Comparison									
Total for corresponding week of previous year on 1 085 miles open	130,570	55 316	6 73 489	88 654	12,809	1 57 279	28 348	(d)31,024	59 372
Per mile of corresponding week of previous year	120 34	51·26	620 73	81 59	11 81	144 96			
Total to corresponding date of previous year ..	596 044	2,47 208	10,42,801	4,09,966	72,840	7,30,104	134 234	146,270	280,504

(a) 40·00 miles Sahebpur Kamal Junction to thana Bihpur re-opened and 21·25 miles thana Bihpur to Kursela opened on 1st February 1901 The average mileage of the week is shewn in this return.
(b) Increase due to increased mileage and improved traffic generally
(c) Includes 2,788 miles of ballast trains run on open line
(d) 2,876 " "

SEGOWLIE RAKSAUL BRANCH RAILWAY.

(Worked by the B & N.-W Railway.)

Approximate Return of Traffic for week ending 2nd February 1901, on 18 miles open

	Coaching Traffic.		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	Passengers carried	Receipts	Weight carried,	Receipts			Coaching	Merchandise	Total
	No	Rs	Mds	Rs	Rs	Rs			
Total traffic for the period on 18 miles open ...	1,806	297	11,896	576	36	909	365	139	504
Or per mile of railway	103 67	16·50	633 11	32 00	2 00	50 50			..
For previous 3½ weeks of half year ..	6,601	1,266	35 777	1,345	268	2,878	1,001	395	1,396
Total for 4½ weeks	8 407	1,562	47,173	1 921	304	3,787	1 366	534	1 590
Comparison									
Total for corresponding week of previous year on 18 miles open	1,267	255	6,812	200	11	466	178	74	252
Per mile of corresponding week of previous year	70 39	14 15	378·44	11 14	0·62	25·91	....		
Total to corresponding date of previous year	6,088	1,134	39,381	1,112	45	2,291	790	425	1,224

SEGOWLIE-RAKSAUL BRANCH RAILWAY

(WORKED BY THE B & N.-W RAILWAY)

Audited Return of Traffic for week ending 22nd December 1900, on 18 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings.	Traffic Train-miles run		
	Passengers carried	Receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
	No	Rs A. P	Mds	Rs A P	Rs. A P	Rs A P.			
Total traffic for the week on 18 miles open ..	2,234	499 7 5	11 670	327 15 7	117 12 0	945 3 0	163	125	288
Or per mile of railway	124·11	27 12 0	648 33	18 3	6 8 8	52 8 2			
For previous 24 weeks of half-year	28,288	4,704 2 5	1,41,253	3,701 11 2	241 1 0	8,646 14 7	3,619	1,430	5,058
Total for 25 weeks	30,522	5,203 9 10	1,52 923	4,029 10 9	358 13 0	9,592 1 7	3,782	1,564	5,346
COMPARISON									
Total for corresponding week of previous year on 18 miles open.	1,486	282 0 8	4,816	145 0 0	16 12 0	443 12 8	206	46	252
Per mile of corresponding week of previous year	79·78	15 10 8	267 56	8 0 11	0 14 11	24 10 6	.	....	..
Total to corresponding date of previous year	9,929	2,070 2 6	90,815	2,611 3 0	234 1 0	4,905 6 6	1,544	724	2,268

ASSAM-BENGAL RAILWAY

Approximate Return of Traffic for the week ended 26th January 1901 on 397 miles open for all descriptions of traffic, and an additional 181 miles for goods and parcels traffic only

	Coaching Traffic.		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	No of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs A P	Mds. s.	Rs. A P	Rs A P	Rs A P			
Total traffic for the week	30 650	20,915 0 0	1,98,569 0	12,486 0 0	3 387 0 0	35,788 0 0	3,689	7,472	11,161
Or per mile of railway	77·20	52·68	343 54	21 60	4·04	78 32	9·29	12 93	22 22
For previous 3 weeks of half-year	90,043	54 824 0 0	5,63,913 0	42 031 0 0	2,106 0 0	98,961 0 0	9,398	23,043	32,441
Total for 4 weeks	120 693	75,739 0 0	7,62,482 0	54,517 0 0	4,443 0 0	1,34,699 0 0	13,087	30 515	43,602
COMPARISON									
Total for corresponding week of previous year	28,775	18,048 0 0	1,96,016 0	13,504 0 0	2,708 0 0	34,260 0 0	3,108	7,485	10,593
Per mile of railway corresponding week of previous year	72·66	45·58	451 65	31 12	6 24	82·04	7·85	17 95	28 10
Total to corresponding date of previous year ..	118,112	73,473 0 0	7,72 347 0	53,673 0 0	4,750 0 0	1,31 896 0 0	12,678	30,382	42,060

FINANCIAL YEAR

Approximate Statement of Gross Receipts of the Assam Bengal Railway

Receipts for week ending 26th January 1901			Receipts for week ending 27th January 1901			Total receipts from 1st April 1900 to 26th January 1901			Total receipts from 1st April 1899 to 27th January 1900			Total increase in 1901	Total decrease in 1901
Mean mileage worked.	Receipts	Per mile worked	Mean mileage worked.	Receipts	Per mile worked	Mean mileage worked	Total receipts	Per mile worked per week	Mean mileage worked	Total receipts	Per mile worked per week		
	Rs	Rs		Rs.	Rs		Rs.			Rs		Rs	Rs
578	35 788	78 32	434	34,260	82 94	578	13,90,383	...	434	13,04,777	..	85,576	.. ...

DARJEELING-HIMALAYAN RAILWAY COMPANY, LIMITED

	Rs	A	P
Approximate earnings for the week ending 2nd February 1901 ..	10,917	0	0
Audited earnings for the corresponding period of 1900	16,721	0	0
Decrease	5,804	0	0
Receipts per mile for the week ending 2nd February 1901 ...	214	0	11
Ditto for the corresponding period of 1900	327	13	10
Decrease	113	12	11
Receipts from 1st January to 2nd February 1901	42,174	0	0
Ditto for the corresponding period of 1900	58,472	0	0
Decrease	16,298	0	0

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CONTENTS

WORKING OF THE INDIAN FACTORIES ACT DURING 1899

No. 906.

The 19th February 1901.—The following is published for general information.

F. A. SLACKE,

Secy. to the Govt. of Bengal.

No. 2790, dated Calcutta, the 21st August 1900.

From—F. A. SLACKE, ESQ., Secy. to the Govt. of Bengal, General Dept.,

To—The Secretary to the Government of India, Home Department.

I AM directed to submit the report on the working of the Indian Factories Act, XV of 1881, as amended by Act XI of 1891, in Bengal during the year 1899. The prescribed statements, Forms I and II, are appended.

2. *Number of factories and system of work.*—The total number of factories actually at work at the close of the year 1898 was 181,* excluding a factory at Jessore which remained closed throughout the year. Nineteen factories were brought under the Act during the year under report, viz., one in Calcutta, one in Howrah, five in the 24-Parganas, six in Pabna, five in Dacca,

* Last year the number was shown as 180. Two jute presses in Howrah were shown as one factory, hence the mistake last year.

and one in Darbhanga. One factory at Jessore remained closed throughout the year, and two factories in the 24-Parganas and four in Dacca did not work during 1899. Thus out of 201 factories, including the one at Jessore referred to, that were on the list in 1899, 193 factories were actually at work at the close of the year, excluding one factory in the 24-Parganas that was removed from the list during the year. In 95 factories work was carried on by shifts or sets, in 76 by midday stoppages, in eight by combination of shifts and midday stoppages, and in 15 by other means. The number of factories exempted from the rule requiring a Sunday or weekly holiday was 36 as against 33 in the previous year. The average daily number of operatives in the mills aggregated, men, women and children, 173,487 as compared with 165,027 in 1898. The details for both years are given in the table below comparing these figures with those for the year 1893 when the factory report was submitted for the first time.—

	1899	1898	1893
Calcutta ...	5,268	4,892	5,343
Burdwan ...	3,397	3,119	2,459
Midnapore	83	82	98
Hooghly ..	21,677	18,650	12,913
Howrah	41,531	39,400	28,144
24-Parganas ...	79,248	80,879	72,833
Nadia ...	70	65	90
Jessore ...			78
Rajshahi	550	456	384
Darjeeling ..	110	110	100
Rangpur ...	842	848	572
Pabna	350	119	3,572
Dacca	9,688	6,871	5,973
Patna ..	285	330	253
Shahabad ..	913	818	904
Saran ..	1,199	1,113	273
Darbhanga ..	989	751	379
Monghyr	5,834	5,226	4,898
Bhagalpur ..	440	460	449
Purnea ..	250	100	
Cuttack	337	368	258
Chittagong	436	370	
Total	173,487	165,027	139,973

3 *Inspections.*—Twenty-nine factories were inspected once, 41 factories twice, 77 thrice and 52 more than three times. Only one factory (in Jessore) and another in Darbhanga were not inspected during the year. It is reported that the results of inspections were generally satisfactory, and that the suggestions of inspecting officers as regards the fencing of machinery, the supply of good drinking water, sanitary arrangements, ventilation, the employment of women and children, the conservancy and other matters of importance, were readily attended to by the Managers of Factories.

4 *Sanitary arrangements and ventilation.*—The sanitary condition of the factories and the sanitary arrangements in them continued to be satisfactory. The buildings were, as a rule, well ventilated, and proper steps were taken by Mill Managers to keep them clean

5 *Quarters for operatives.*—From the reports received, it appears that the state of things in this matter is much the same as was reported last year. Owners of the larger factories in the Presidency Division provide coolie lines for some of their operatives, the sanitary condition of which is reported to be good The huts are well raised, drained and limewashed, whenever required, and are daily inspected by the medical officers attached to the mills. The state of the huts occupied by operatives in *bustees* outside mill compounds is, however, very different. On this subject Major Gibbons, Superintendent, Campell Medical Hospital, writes as follows —

These *bustees* are generally in a very insanitary state; the huts greatly overcrowded. In Cossipore and Chitpur there are thirteen jute presses. During the jute season thousands of coolies, men and women, are required for sorting and preparing jute for baling These people mostly lodge in the *bustees* near the presses, and consequently in the unhealthiest

season the overcrowding is excessive In a former annual report I suggested that the municipality should provide lodging-houses for the use of these coolies on payment. The jute presses cannot be expected to provide accommodation for coolies employed in sorting and preparing jute for baling These people are not engaged by the presses, but by the owners of jute, and go from one press to another as work offers Land is so costly in the neighbourhood of factories in this district that the expenditure necessary to house the operatives is not likely to be undertaken by the proprietors

The Commissioner of the Presidency Division adds :—

The same state of things exists in the neighbourhood of the mills elsewhere The number of operatives in the large mills runs to thousands, and even these factories, which spend large sums on model dwellings, are unable to provide accommodation for more than a small percentage of their hands. The bulk of the coolies for whom no such accommodation can be provided huddle together in high-rented hovels in filth and discomfort.

The Civil Medical Officer of Serampore states that the men employed in the factories of that subdivision are for the most part low class up-country people to whom the rules of sanitation required under urban conditions are unknown, and that it is they who are mainly responsible for the insanitary condition of their quarters. In the district of Howrah it is reported that, with the exception of a small portion of the operatives, who have accommodation provided by their employers, the mill hands live in poor huts clustered together on undrained ground with only narrow passages between them. These habitations are a source of danger to the town The accommodation, however dirty and miserable, is only what the operatives have always been accustomed to in their own native villages. It does not present itself to them in the light of hardship. and there is no spontaneous desire amongst them for decent and cleanly living. The necessity for very special attention to the conservancy of these crowded areas will be brought to the notice of the municipalities concerned and of the officers who supervise them.

6 *Vaccination of operatives* —As a rule no one is admitted into a factory unless he has been vaccinated The Magistrate of Howrah, Mr. F. W. Duke, has made the following remarks on this subject —

However, owing to the extensive fluctuations of adult population with immigration from districts where vaccination seems to be rare, a considerable proportion of the mill population is always unprotected, and when small-pox appears, it is always severe and fatal in its effects I see no reason to hope that there is an improvement in the policy of employers of labour Too often the only feeling seemed to be a desire that the labourers should not be disturbed or excited at whatever cost of danger to themselves and the rest of the community this quiescence might be purchased

7 *Water-supply.*—The water-supply in most factories was, as reported in previous years, generally satisfactory.

8. *General health of the operatives.*—This was good during the year No disease of any kind occurred, except in some of the factories in the Presidency Division, in which during the autumn and the beginning of the cold weather malarial fever was prevalent

9. *Wages and general condition of the operatives* —The rates of wages paid to operatives remained almost unchanged everywhere, except at the pottery works at Raniganj, where the carpenters were paid at somewhat higher rates. The rates of wages paid to the operatives employed in the factories at Howrah are considered by the Magistrate, Mr. Duke, to be generally higher than those paid to the labourers of the same class in the private market. Mr. Duke is of opinion that the higher rates of wages paid in mills have had the effect of appreciably raising the rates of wages outside.

10. *Employment of women and children* —The law and rules regarding the employment of women and children were generally observed, light work being given to them. In a few instances, however, boys under age are believed to have been employed. In Howrah, while inspecting the Fort Gloster Jute Mill, the Magistrate found a boy of six years of age working, the explanation being that he had come with somebody's food, but the real object with which the boy was brought was to teach him work and procure him employment the moment the Medical Officer gave him his age certificate In one of his inspections of the Jamalpur Railway Workshop, the Magistrate of Monghyr saw several boys who appeared under age working, and in Patna

also some boys under fourteen years of age were found at work. Several fatal accidents having in previous years happened in jute mills to women working at the softeners, the suggestion made by the Special Inspector of Factories last year that women should not be employed at these machines, at least at the feed-end, was commended to the Managers concerned. The Lieutenant-Governor is pleased to hear that all of them have agreed to discontinue this dangerous practice in future.

11. *Fencing of machinery.*—The machinery in the factories is generally reported to have been properly fenced. The following remarks of the Special Inspector of Factories will be brought to the notice of the Managers of Mills.—

I wish to call attention to certain types of accidents that during the past eight years have from time to time occurred in factories, and which are quite unknown to the majority of mill managers and workshop superintendents with years' mechanical experience As these accidents could easily be prevented, they should, I think, be widely circulated for information

I need hardly state that any one possessing the most elementary knowledge of mechanics will at once perceive that a small hole drilled into any hollow portion of machinery when being heated would have prevented these serious and fatal accidents

(1) The first one occurred in the workshop of the India General Steam Navigation Company at Kidderpore A large marine piston was clamped to an iron bed plate for the purpose of removing the piston rod by expanding the piston A fire was lighted below the piston, which shortly after burst with terrific force, killing one man and injuring several.

(2) A hollow pump-plunger that had been lying on the scrap heap of a jute mill was thrown into the cupola to melt This shortly after burst, and two men engaged in feeding the cupola were badly burnt

(3) A pump plunger rod was bent in the Cawnpore Ice Works This was placed on the fire attached to the plunger to straighten The plunger burst, and killed one man

(4) A pump plunger was heated for a similar purpose in the Jhansi works of the Indian Midland Railway, which burst. One man was so seriously injured that he eventually died

(5) On two occasions hollow sugar mill rollers were placed on the fire to remove the worn or broken steel spindles by expansion These (on two separate occasions) burst, a portion going through the corrugated roof, but fortunately no one was hit by the flying portions

I feel sure that if these accidents were generally known to the supervising staff in shops, they would naturally have taken the precaution of drilling a small hole for the escape of steam, as the expense and time incurred in doing so would be trifling It is evident that moisture finds its way into these hollow castings whether working under pressure or not

12 *Accidents.*—The number of accidents that occurred during the year was 535 as compared with 553 and 651 during the two preceding years. Two hundred and one were of a serious nature and 310 were of a slight nature, and 24 proved fatal, or four less than in the previous year. The following is the list of the more notable of the fatal accidents —

(1) One man was killed in the Kharda Jute Mill by his clothing becoming entangled on the shaft of a measuring machine

(2) One man was killed in the Central Jute Mill by a bale of jute falling on him.

(3) One man was killed at the Cossipur Shell Factory when adjusting a belt. The belt lapped the shaft and carried the man with it.

(4) A boy was killed in the Kanchrapara Shop yard when shunting wagons The boy's head was jammed between two buffers

(5) A man in the Shamnagore Jute Mill fell from a bamboo scaffolding and received internal injuries from which he died.

(6) A man was killed at the Titaghar Paper Mill whilst engaged in feeding paper. His arm was caught between the dry felt and cylinder.

(7) A man was killed at the Kharda Jute Mill when working in the jute godown. He fell a distance of some sixteen feet, which proved fatal

(8) One man was killed in the New Ring Mill near Ulubaria, his body being crushed between the rollers of a spinning frame.

(9) One accident occurred in the National Jute Mill. He was run over by a loaded open truck, and received injuries from which he died

(10) A man was killed in the Delta Jute Mill, due to his *dhoti* catching on a shaft when adjusting a belt He was carried round the shaft

(11) A man was killed at the Imperial Paper Mill when engaged in working at No. 3 paper-making machine.

(12) A woman was killed at the Imperial Paper Mill by falling into a grass boiler

(13) A man was killed at the Central Jute Mill when engaged in repairing a belt. A loose cloth round his neck caught on the shaft, breaking his neck

(14) A woman died at the Bally Paper Mill. She was struck on the head by a piece of machinery which had broken

13. *Prosecutions.*—There was only one prosecution in the 24-Parganas during the year. On the recommendation of the Deputy Commissioner of Police, the Manager of the Surah Jute Mill was prosecuted under section 15 (*i*) of the Factories Act for neglecting to send notice of an accident, but he was acquitted under section 13 of the Act, the injury being proved to be of more than 48 hours' standing.

WEATHER AND CROP REPORT.

For the week ending the 18th February 1901.

Burdwan.—Rainfall at Sadar 1 95, Kalna 1·37, Katwa 1·64, Raniganj 1 43. Weather seasonable Pressing of sugarcane and threshing of *aman* continue. Fodder and water sufficient. Common rice sells as follows —

				Srs.	
Sadar	...	...	...	12	per rupee.
Kalna	...	...	...	10½	
Katwa	..	...	...	12½	
Raniganj	...	...	...	12½	

Birbhum.—Rainfall at Sadar 0 91, Rampur Hât 0 49 Weather cloudy. *Rabi* crops doing well. Sugarcane being pressed. Price of rice at Sadar 12 seers and at Rampur Hât 14 seers per rupee Fodder sufficient.

Bankura.—Rainfall at Bankura 2 81, Vishnupur 3 24. Weather generally cloudy. Pressing of sugarcane continues *Rabi* plants doing well Fodder and water sufficient. No cattle disease reported. Price of common rice at Bankura 11 seers 14 chitaks and at Vishnupur 12 seers per rupee

Midnapore—Rainfall at Sadar 3 42, Contai 4 20, Tamluk 3 12, Ghatal 2 62 *Aman* being harvested and sugarcane pressed. Common rice sells as follows —

				Srs	
Sadar	...	...	...	14	per rupee
Contai	...	...	...	13	
Tamluk	...	...	...	11	
Ghatal	...	...	...	12½	

Hooghly.—Rainfall at Sadar slight, Serampore 1 39, Arambagh 2 45 Reaping of *rabi* continues Fodder and water sufficient Common rice sells at 10 seers 9 chitaks per rupee.

Howrah—Rainfall at Sadar 1 68, Ulubaria 2·05 Weather seasonable. Fodder and water sufficient. Common rice sells at 10½ seers per rupee

24-Parganas.—Rainfall at Sadar 1 87, Barasat 2·30, Basirhat 1 36, Diamond Harbour 2 01 Weather cloudy and rainy Prospect of standing crop not good Lands are being ploughed for *aus* paddy and jute *Rabi* crops are being harvested. No cattle-disease Fodder and water sufficient Common rice sells as follows:—

				Srs.	Ch	
Sadar	...	..	...	10	3	per rupee
Barasat	..	...	..	10	0	
Basirhat	...	.	..	10	0	
Diamond Harbour	...	...	.	10	8	

Nadia.—Rainfall at Sadar 1·37, Kushtia 0 81, Meherpur 1·20, Chuadanga 1 48, Ranaghat 1 81 Weather seasonable The rain has done good to the standing crops. Harvesting of *rabi* going on. Fodder and water sufficient Common rice sells as follows —

Sadar	...	..	..	11	per rupee.
Kushtia	...	...	.	13½	
Meherpur	...	...	...	$11\frac{7}{16}$	
Chuadanga	...	Report not received.			
Ranaghat	...	...	...	10	

Murshidabad.—Rainfall at Sadar 0 59, Jangipur 0·35, Lalbagh 0 10, Kandi 0·67. Weather seasonable Prospects of *rabi* crops favourable and recent rain has done some good to them No cattle-disease Fodder and water sufficient. Common rice sells as follows.—

				Srs.	
Sadar	..	...	..	13	per rupee
Jangipur	...	...	...	14	
Kandi	...	...	...	14½	
Lalbagh	...	...	...	12½	

Jessore.—Rainfall at Sadar 1·14, Jhenida 1·12, Magura 0·76, Bangaon 0·96. Weather seasonable. Prospects of the crops good. [illegible], rapeseed and lin seed being harvested. Fodder and water sufficient. Common rice sells as follows.—

	Srs.	
Sadar	11	per rupee.
Jhenida	12	
Magura	12	
Narail	Report not received.	
Bangaon	$12\frac{1}{16}$	

Khulna.—Rainfall at Sadar 0·83, Bagerhat 0 73, Satkhira 1·22 Weather cloudy with rain. Harvesting of *aman* nearly completed. Transplantation of *boro* continues. Fodder and water sufficient Common rice sells as follows :—

	Srs.	
Sadar	$13\frac{1}{2}$	per rupee.
Bagorhat	13	
Satkhira	11	

Rajshahi.—Rainfall at Sadar 0 36, Nator 0·32, Naugaon 0 10 Prospects of crops fair. Harvesting of *rabi* crops continues. No cattle disease Fodder and water plentiful. Common rice selling at 14 seers a rupee

Dinajpur.—Average rainfall 41. Weather seasonable No cattle-disease Fodder and drinking water plentiful. Rice 15 seers a rupee in Dinajpur town and 13 seers at Thakurgaon

Jalpaiguri.—Rainfall at Sadar 89, Alipur 1 21 Weather seasonable. Prospects of *rabi* crops satisfactory. Fields for *bhadoi* and jute are being prepared Common rice sells at 12 seers per rupee Fodder and water sufficient.

Darjeeling—Rainfall at Darjeeling nil, Kurseong ·18, Siliguri 2 20, Kalimpong nil Weather seasonable *Hills—tori, phapor,* wheat, barley, potatoes, progressing *Terai*—reaping of mustard proceeding Potatoes doing well. Common rice sells as follows.—

	Srs.	
Hills	10	per rupee
Terai	14	

Bhutta sells at Darjeeling 18 seers and at Kalimpong 20 seers per rupee.

Rangpur.—Rainfall at Nilphamari 0 32 Weather seasonable *Rabi* crops are being harvested and lands are being prepared for *aus* and jute Water and fodder sufficient. Price of common rice stationary.

Bogra—Average rainfall 9 15 Harvesting of *rabi* pulses and cultivation for *aus* and jute going on Foddor and water sufficient. Prices unchanged

Pabna.—Rainfall at Sadar 0 76, Sirajganj 0 30 Weather cloudy for the most part. Prospects good. Land being prepared for paddy and jute Prices unchanged.

Dacca.—Rainfall at Sadar ·45, Manikganj ·65, Munshiganj ·71, Narainganj ·41. Weather seasonable Prospects of crops fair. Fodder available No cattle-disease. Common rice $11\frac{1}{2}$ seers per rupee.

Mymensingh—Rainfall at Sadar 1 10, Kishoreganj 2, Netrakona 0 11, Tangail 40 Weather cloudy Prospects of standing crops fair, but more rain wanted for *boro* crop Common rice sells as follows.—

	Srs.	
Sadar	10	per rupee.
Jamalpur	$10\frac{3}{4}$	
Kishorganj	11	
Tangail	$10\frac{1}{2}$	
Netrakona	$11\frac{1}{16}$	

Faridpur.—Rainfall at Sadar 0·58, Goalundo 0 67, Madaripur 0 44. Weather seasonable. The state and prospects of crops are good. More rain is wanted. Rice sells at 12 seers per rupee.

Backergunge.—Rainfall at Sadar 1·06. Weather seasonable Prospects of crops good Fodder and water sufficient. No cattle-disease reported Common rice sells at $11\frac{1}{2}$ seers (new *aman*) per rupee

Tippera.—Rainfall at Sadar 53, Chandpur 1 29 Weather seasonable, but more would be beneficial to crops Water and fodder sufficient. Common rice sells at $11\frac{1}{4}$ seers per rupee.

Noakhali.—Rainfall at Sadar 1·01, Feni ·40. Prospects of standing crops good in Feni, fair in Sadar Fodder and water sufficient. Cattle-disease in Lakhipur. Price of common rice stationary.

Chittagong.—Rainfall at Sadar 0·06, Cox's Bazar nil. Harvesting of winter rice completed Outturn 12 annas. Water and fodder wanted. Common rice sells at 12½ seers

Patna.—The weather has been cloudy greater part of the week. Harvesting of *rabi* and lancing of poppy commenced in places Sugarcane being pressed Fodder and water for cattle sufficient. Common rice sells at 14 seers per rupee in Patna town.

Gaya—Rainfall nil. *Rabi* and poppy doing well. Common rice selling at 11½ seers per rupee

Shahabad.—Rainfall at Bhabua 0 92, Sasaram 0·67, Dehri 0 46 Weather cloudy and cold Recent rain has done some damage to the standing *rabi* crops. Pressing of sugarcane is in progress. Fodder and water sufficient Rice 13 seers a rupee at Sadar

Saran—Rainfall nil. Weather seasonable, but occasionally cloudy. *Rabi* crops good. Bright sunshine needed. Sugarcane being pressed Fodder and water sufficient. Common rice 14 seers 2 chitaks and *makai* 22 seers 9 chitaks per rupee.

Champaran.—Rainfall nil Standing crops doing well. Prospects of poppy so far favourable. Fields being prepared for *bhadoi* in some places Fodder and water sufficient. Prices of common rice and maize at Sadar are 15 and 26 seers per rupee respectively.

Muzaffarpur.—Rainfall nil Prospects good. Prices are—Common rice 14 seers, wheat 10 seers, barley 20 seers, maize 23, gram 14, *arhar* 13, *marua* 23 seers a rupee.

Darbhanga.—Rainfall nil. *Rabi* doing well. Fodder and water sufficient. No cattle-disease reported. Common rice sells as follows.—

	Srs.	
Sadar	15⅞	per rupee.
Samastipur	15	
Madhubani	15 9/16	

Monghyr.—Rainfall at Monghyr nil Begusarai ·31, Jamui 0 73. Weather seasonable and occasionally cloudy. The rain has caused damage to *rabi* crops Prospects of poppy fairly good and lancing commencing in places. Common rice sells as follows —

	Srs.	
Sadar	13 11/16	per rupee.
Begusarai	13⅛	
Jamui	14	

Bhagalpur.—Rainfall at Banka 0 70, Supaul 0·02, Sadar 0 06, Madhipura nil. Weather cloudy. Partial rain and cloudy sky done some injury to *rabi* in some parts of the district. No cattle-disease. Fodder and water sufficient. Prices stationary.

Purnea.—Rainfall at Sadar 0·80, Kishanganj 0 00, Araria 0 31. Weather seasonable. *Rabi* crops doing well. Harvesting of tobacco and sugarcane going on. Lands are being ploughed for jute and *bhadoi* crops. Condition of cattle good. Fodder and water sufficient Common rice sells as follows:—

	Srs.	
Sadar	14	per rupee.
Kishanganj	14	
Araria	16	

Malda.—Rainfall at Sadar 06 Weather seasonable Gathering of *kalai* and mustard finished Prospects of standing *rabi* crops good. No cattle-disease. Price of rice 14½ seers per rupee Fodder and water sufficient.

Sonthal Parganas.—Average rainfall 39. Sky overcast with clouds almost throughout the week though with slight rain. No cattle-disease reported. *Rabi* crops doing well. Fodder and water-supply ample. Rice sells at 15 seers 3 chitaks and maize 21 seers 11 chitaks per rupee

Cuttack.—Rainfall at Sadar 2 82, Jajpur 3·92, Kendrapara 2·39, Banki 1·99, False Point 3 22 Weather seasonable. *Guru sarad*, sugarcane and *rabi* being harvested. *Dalua* and tobacco growing Condition of cattle generally good, but small-pox reported from places Fodder and water sufficient. Common rice sells as follows:—

	Srs.	ch.	
Sadar	13	12	per rupee.
Jajpur	17	1	
Kendrapara	15	12	
Banki	15	12	

Balasore.—Rainfall at Sadar 1 43 Harvesting of *kandha*, *sarad*, and *rabi* continues Cotton flowering *Dalua* in ears Surgarcane being pressed Rice sells at 16½, 14 and 18 seers per rupee in interior, Balasore and Bhadrak, respectively Ploughing commenced Fodder and water sufficient

Angul—Rainfall at Sadar 2 97 Bissipara nil, Tikerpara 04 Weather cloudy Lands being ploughed Common rice sells at 20 and 13½ seers per rupee in Angul and Khondmals Fodder and water plenty

Puri.—Rainfall at Sadar 2 25, Khurda 2 75 Weather cloudy Lands being ploughed for *sarad* paddy of the coming year Harvesting of *kulthi* and pressing of sugarcane continue. Recent rainfall has done good on the whole to the *dalua*, *mung*, and other miscellaneous crops Fodder and water supply sufficient Price of rice stationary

Hazaribagh—Weather cloudy Rainfall at Sadar 88, Giridih ·65. Fodder and water sufficient Cattle-disease reported in Ganwan thana Common rice sells at Sadar at 13 seers and at Giridih 12½ seers per rupee

Ranchi—Rainfall 2 27 Weather cloudy. *Rabi* crops injured by unseasonable rain Rice sells at Sadar at 15 seers and in the interior 18½ seers per rupee No cattle-disease reported Fodder and water sufficient

Palamau—No rain Weather cloudy *Rabi* much injured Fodder and water sufficient Rice selling at Sadar at 12½ seers per rupee.

Manbhum—Rainfall at Sadar 2 26, Gobindpur 1 18 Weather seasonable Prospects of crops on ground good Fodder and water sufficient Cattle-disease reported from Para and Katra Average price of common rice at Sadar 13 seers 9 chitaks and Gobindpur 12 seers per rupee Supply sufficient

Singhbhum—Rainfall 3 15 Average price of rice is 15 seers 2 chitaks in the district, at Chaibassa 11 seers

General Summary—There was a general rainfall during the week except in the Patna Division Heavy rain fell in South-West Bengal and Orissa *Rabi* being harvested Threshing of *aman* and pressing of sugarcane going on Poppy doing well Prospects generally good Cattle-disease reported from three districts Fodder and water sufficient except in Chittagong The price of common rice has risen in 17 districts, fallen in 8, and is stationary in the rest (24)

By order of the Lieutenant-Governor of Bengal,

F A. SLACKE,

Secretary to the Govt. of Bengal.

REVENUE DEPARTMENT,

The 19th February 1901.

PRICES-CURRENT (retail) of Food-grains and Salt in the Head-

QUANTITIES PER RUPEE IN

Division	Number	Districts	Wheat: Present return	Wheat: Next preceding return	Wheat: Corresponding return of last year	Barley: Present return	Barley: Next preceding return	Barley: Corresponding return of last year	Rice, common: Present return	Rice, common: Next preceding return	Rice, common: Corresponding return of last year	Jowar or Cholum (*Sorghum Vulgare*): Present return	Jowar or Cholum: Next preceding return	Jowar or Cholum: Corresponding return of last year
		BENGAL	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch
Burdwan Division	1	Burdwan	12 8	12 8	13 5				12 0	12 12	14 4			
	2	Birbhum	12 0	12 0	12 0				12 0	12 0	13 8			
	3	Bankura	8 0	11 0	10 0				12 0	11 14	15 0			
	4	Midnapore	8 0	9 6	9 8				12 8	12 8	13 0			
	5	Hooghly	10 0	10 0	11 0				9 8	9 8	12 0			
	6	Howrah							9 8	9 8	Old 14 0, New 16 0			—
Presidency Division	7	24-Parganas							10 0	10 8	12 12			
	8	Calcutta	8 0	9 6	10 0	16 0	16 0	16 0	10 0	10 0	11 6	16 0	16 0	11 6
	9	Nadia	11 0	13 5	1 4				11 7	11 7	12 13			
	10	Murshidabad	12 0	12 0	Gangetic 10 0, Jamali 1[illegible] 0	21 0	21 0		12 8	12 12	15 8			
	11	Jessore	8 0	11 0	9 0	12 0	12 0	12 0	13 4	3 4	16 0			
	12	Khulna							13 0	13 0	16 0			
Rajshahi Division	13	Rajshahi	15 0	15 0	14 1	16 4	16 4	2[illegible] 4	12 12	12 13	15 12		—	
	14	Dinajpur	10 10 3	10 10 3	9 9		24 0	1[illegible] 8	13 0	13 0	16 12			
	15	Jalpaiguri	9 0	9 0	11 0				12 8	12 8	16 0	...		
	16	Darjeeling	7 0	7 0	8 0	8 0	8 0	7 0	10 0	11 0	11 0			
	17	Rangpur	11 0	11 0	11 0				8 0	8 8	11 0			—
	18	Bogra	9 12	9 12	7 8				12 12	12 12	13 0			—
	19	Pabna	12 14	11 4	16 —	25 8	25 8	35 0	11 4	12 0	16 8		—	
Dacca Division	20	Dacca	10 0	10 0	10 8	16 0	16 0	12 0	11 0	11 0	16 0			—
	21	Mymensingh	9 0	9 0	10 0	12 0	13 6		10 0	11 1	16 0		—	
	22	Faridpur	10 0	19 0	14 0	12 0	10 0	35 0	11 0	11 0	13 8			
	23	Backergunge					—		11 4	Old 9 0, New 11 1	16 0		—	

A In the subdivisions the retail prices of salt per rupee are —Kalna 10 seers 10 chitaks (pangā) and 12 seers (karkatch), K[illegible] 1[illegible] chitaks [illegible], Ranigunj 10 seers 8 chitaks (pangā)

B Rampur Hat return not received

C At Vishnupur the retail price of salt is 9¼ seers per rupee

D In the subdivisions the retail prices of salt per rupee are —Contai 10 seers, Tamluk 11 seers, Ghatal 11 seers 8 chitaks

F In the subdivisions the retail prices of salt per rupee are :—Serampore return not received, Arambagh return not received

F* At Uluberia the retail price of salt is 10 seers 10¾ chitaks per rupee

G In the marts in the interior of the district the retail prices of salt per rupee are —Chetla 10 seers 11 chitaks, Barasat 11 seers, Baduria 10 seers 12 chitaks, Moraghat 9 seers 2 chitaks

H In the subdivisions the retail prices of salt per rupee are —Kushtia 10 seers (pangā), Chuadanga 11 seers (pangā), Meherpur 10 seers (karkatch), Ranaghat 8 seers 10 chitaks (crushed)

I In the subdivisions the retail prices of salt per rupee are —Lalbagh return not received, Kandi 11 seers, Jangipur 11 seers

J. In the subdivisions the retail prices of salt per rupee are —Jhenida 10 seers, Magura 9½ seers, Narail 10 seers, Bangaon 10 seers 10 chitaks

quarters Station Bazars of the Districts of Bengal on the 15th February 1901.

Indian-corn or Maize (*Zea mays*): Present return	Indian-corn: Next preceding return	Indian-corn: Corresponding return of last year	Arhar or Thur, Cadjan Pea (*Cajanus Indicus*): Present return	Arhar: Next preceding return	Arhar: Corresponding return of last year	Salt: Present return	Salt: Next preceding return	Salt: Corresponding return of last year	Wholesale prices per maund of 40 seers, Salt: Present return	Wholesale Salt: Next preceding return	Wholesale Salt: Corresponding return of last year	Districts	Number	Division
S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	Rs A P	Rs A P	Rs A P	BENGAL		
			7 0	8 4	10 3	A 11 8	11 8	11 14	Crushed 3 5 6	3 5 6	3 6 0	Burdwan	1	Burdwan Division
			8 0	8 0	[illegible] 0	B 10 8	10 8	10 8	3 10 6	3 10 6	3 10 6	Birbhum	2	
	...		9 0	9 8	11 4	C 10 0	11 0	10 0	3 10 0	3 10 0	4 0 0	Bankura	3	
...			8 0	8 0	10 0	D 10 12	10 12	11 0	Panga 3 9 0 to 3 10 0	3 9 0	3 8 0	Midnapore	4	
			7 8	7 8	8 0	E 10 0	10 0	10 8	Crushed 3 12 0	3 12 0	3 12 0	Hooghly	5	
			8 0	5 0	10 8	F 10 8	10 8	10 10	3 10 0	3 10 0	3 8 0	Howrah	6	
			8 0	9 0	10 10	G 10 10	10 10	10 10	Panga 3 9 0	3 9 0	3 6 0	24 Parganas	7	Presidency Division
16 12	16 0	12 4	8 0	8 0	10 0	11 0	11 0	11 0	Panga 3 6 0	3 6 0	3 5 0	Calcutta	8	
			8 6	8 0	11 7	H 11 [illegible]	11 1[illegible]	12 1	Panga 3 6 0	3 6 0	3 5 0	Nadia	9	
			8 8	9 0	12 0	I 10 8	11 0	11 8	Karkatch 3 8 0	3 8 0	3 6 0	Murshidabad	10	
			12 0	13 1	10 0	J 9 8	9 8	9 2	Panga 3 14 0	3 11 0	3 12 0	Jessore	11	
			[illegible]	9 0	10 0	K 10 0	10 0	10 0	Panga 3 12 0	3 12 0	3 12 0	Khulna	12	
			15 0	15 0	20 10	L 9 12	9 12	9 12	Panga 3 12 0	3 12 0	3 13 4	Rajshahi	13	Rajshahi Division
			9 0	9 0	9 0	M 10 12	10 10	10 0	Panga 3 11 0	3 12 0	4 0 0	Dinajpur	14	
			9 8	9 0	11 0	N 10 0	[illegible] 0	10 0	Panga 3 13 0	3 13 0	3 11 0	Jalpaiguri	15	
20 0	20 0	16 0	6 0	6 0	6 8	O 8 8; 8 8	8 8; 8 8	8 0; 8 0	[illegible] 4 0 0; Panga 4 9 0	4 8 0; 4 9 0	1 12 0; 4 12 0	Darjeeling	16	
12 8	12 8	17 0	7 0	7 0	8 0	P 8 0	8 8	9 0	Panga 4 1 0	4 0 0	4 0 0	Rangpur	17	
	...		12 0	12 0		9 12	9 12	10 2	4 2 8	[illegible] 2 8	3 1[illegible] 4	Bogra	18	
			8 0	8 0	9 12	Q 9 12	9 12	9 12	Panga 3 13 0	3 15 0	3 14 0	Pabna	19	
...			8 0	8 0	10 0	R 10 0	10 8	10 0	Panga 3 12 0	3 10 0	3 12 0	Dacca	20	Dacca Division
			7 0	8 0	[illegible] 0	S 10 4	[illegible] 4	9 8	3 13 0	3 13 0	4 0 0	Mymensingh	21	
...		...	10 0	10 0	7 8	T 10 0	10 0	10 0	Panga 3 12 0	3 12 0	4 0 0	Faridpur	22	
	...	...				U 10 0	10 0	10 0	Panga 3 10 0	3 10 0	3 10 0	Backergunge	23	

K. In the subdivisions the retail prices of salt per rupee are —Bagerhat 9 seers Satkhira 11 seers
L. In the subdivisions the retail prices of salt per rupee are —Nator 10½ seers, Naugaon 9 seers 10 chitaks.
M No report from subdivision
N In the Alipur Duars the retail price of salt per rupee is 8 seers
O The retail prices of salt (panga) at Kurseong and Siliguri are 8 and 10 seers per rupee respectively
P. In the subdivisions the retail prices of salt per rupee are Gaibanda 10 seers, Kurigram return not received, Nilphamari 10 seers.
Q. At Sirajganj the retail price of salt is 10½ seers per rupee
R. In the marts in the interior of the district the retail prices of salt per rupee are —Madanganj 11 seers, Manikganj 9 seers, Mirkadim 11 seers 5 chitaks
S. In the subdivisions the retail prices of salt per rupee are :—Kishoreganj 8 seers 14 chitaks, Jamalpur 9 seers 6 chitaks, Tangail (Kagmari) 8 seers, Netrokona 9 seers
T In the subdivisions the retail prices of salt per rupee are —Goalundo 10 seers, Madaripur 10½ seers (crushed)
U. In the subdivisions the retail prices of salt per rupee are —Pirojpur 6 seers, Patuakhali 9 seers, Bhola 9 seers.

PRICES-CURRENT (retail) of Food-grains and Salt in the Head-quarters

QUANTITIES PER RUPEE IN

Number	Districts	Wheat: Present return	Wheat: Next preceding return	Wheat: Corresponding return of last year	Barley: Present return	Barley: Next preceding return	Barley: Corresponding return of last year	Rice, common: Present return	Rice, common: Next preceding return	Rice, common: Corresponding return of last year	Jowar or Choulum (Sorghum Vulgare): Present return	Jowar: Next preceding return	Jowar: Corresponding return of last year
BENGAL—concluded		S Ch	S. Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch
CHITTAGONG DIVISION 24	Tippera							10 0	11 4	16 0			
25	Noakhali							12 0	12 0	17 0			
26	Chittagong*								12 12	15 4			
BEHAR.													
PATNA DIVISION 27	Patna	11 0	14 0	[illegible] 0	21 0	27 0	19 0	[illegible] 0	15 8	15 0	0 0	[illegible]0 0	16 0
28	Gaya	9 8	11 0	13 8	22 0	21 0	17 0	11 8	11 8	13 8	16 0	16 8	13 12
29	Shahabad*	–	11 0	10 & 12 0		[illegible] 0	[illegible] 0		13 0	10 0 & 13 8			
30	Saran	9 8	13 0	14 [illegible]	10 0	[illegible] 0	15 0	13 0	14 [illegible]	12 0			
31	Champaran	12 0	12 12	[illegible] 0	[illegible] 0	[illegible] 0	[illegible]	[illegible] 0	15 0	[illegible] 0			
32	Mutaffarpur	10 0	12 0	12 [illegible]	[illegible] 0	[illegible] 0	[illegible]	14 0	14 0	13 2			
33	Darbhanga	13 3	13 3	13 [illegible]	21 4	[illegible]	[illegible]	[illegible] 6	[illegible] 6	11 1			
[illegible] 34	Monghyr	10 8	11 8	[illegible]	21 0	[illegible]		[illegible]	[illegible] 11	[illegible] 12			..
35	Bhagalpur	10 0	10 0	[illegible] 4	20 0	[illegible]	17 [illegible]	[illegible]	15 4	[illegible] 8			...
36	Purnea	14 0	10 15	12				[illegible] 0	14 0	16 0			..
37	Malda							[illegible]	[illegible] 0	16 0			
38	Sonthal Parganas	9 8	10 0	9 0	14 0	11 [illegible]	7 0	[illegible] 0	11 8	13 8			
ORISSA													
[illegible]	Cuttack	9 13	11 12	10 8				13 12	14 7	15 1			..
[illegible]	[illegible]	8 0	10 0	13 0	11 0	11 0	11 0	11 4	11 1	15 0			..
[illegible]	[illegible]	10 8	10 8	9 3				11 7	15 1	15 12	...	...	
CHOTA NAGPUR													
[illegible]	[illegible]	9 0	9 0	11 0	18 0	16 0	14 0	9 0	[illegible] 0	11 12		..	..
[illegible]	[illegible]	7 8 to 10 0	8 0 to 10 8	7 12 to 11 0	11 0	12 0	11 0	[illegible]	[illegible] 1	10 8		...	..
[illegible]	[illegible]	9 7	9 0	12 6	16 14	16 [illegible]	15 [illegible]	11 13	13 8	11 [illegible]		..	
[illegible]	[illegible]	10 0	10 0	11 0	16 0	16 0	20 0	12 8	13 0	14 0	20 0		[illegible]
[illegible]	[illegible]	10 0	10 0	12 0				15 0	16 0	14 0		..	

* [illegible] received.
a [illegible] prices of salt per rupee are —Chandpur 9 seers, [illegible] 10 seers.
W [illegible]
[illegible] prices of salt per rupee are —[illegible] 10½ seers, [illegible] 10½ seers, [illegible] 9½ seers.
[illegible] retail prices of salt per rupee are —[illegible] seers, [illegible] 10 seers, Aurangabad [illegible]
b In the [illegible] the retail prices of salt per rupee are —Siwan 11 seers [illegible] chittaks, [illegible] (Mirganj) 12 seers [illegible]
c At [illegible] retail price of salt is 10 seers per rupee.
d In the [illegible] the retail prices of salt per rupee are —Hajipur 10 seers 5 chittaks, Sitamarhi 11 seers.
e In the [illegible] the retail prices of salt per rupee are —Samastipur 10 seers, Madhubani return not received.

CALCUTTA,
The 19th February 1901.

Station Bazars of the Districts of Bengal on the 15th February 1901—(concluded)

Indian-corn or Maize (*Zea mays*) — Present return	Next preceding return	Corresponding return of last year	Arhar or Thur, Cadjan Pea (*Cajanus indicus*) — Present return	Next preceding return	Corresponding return of last year	Salt — Present return	Next preceding return	Corresponding return of last year	Wholesale prices per maund of 40 seers. Salt — Present return	Next preceding return	Corresponding return of last year	Districts	Number	
S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	Rs. A. P.	Rs. A. P.	Rs. A. P.	**BENGAL—concluded.**		
					..	10 [v] 0	10 0	10 0	3 12 0	3 12 0	3 12 0	Tippera.	24	Chittagong Division
		..				9 [w] 0	9 0	10 0	Panga 4 8 0	4 8 0	4 0 0	Noakhali.	25	
				7 8	8 0		10 10	10 4		3 12 0	3 10 0	Chittagong.	26	
												BIHAR.		
24 0	24 0	15 0	10 0	12 0	14 0	10 [y] 4	10 0	11 0	Panga 3 10 0	3 11 0	3 7 0	Patna.	27	Patna Division
19 0	19 8		9 0	10 0	11 0	10 [z] 5	10 10	11 0	3 14 0	3 12 0	3 11 0	Gaya.	28	
}	20 0			14 0	12 0		10 0	10 8		4 0 0	3 9 9	Shahabad.	29	
22 8	23 0	13 12	8 0	9 0	13 0	10 [b] 0	10 10	10 8	4 0 0	3 13 0	3 12 6	Saran.	30	
26 0	26 0	15 8	9 4	9 8	11 8	10 [c] 0	10 0	10 8	4 0 0	4 0 0	3 13 0	Champaran.	31	
23 0	23 0	14 4	9 8	9 8	11 8	10 [d] 0	10 8	11 8	Panga 3 9 0	3 9 0	3 7 0	Muzaffarpur.	32	
23 1	24 4	15 6	9 0	9 0	12 4	11 [e] 0	11 4	11 0	3 10 0	3 6 0	3 10 2	Darbhanga.	33	
19 15	19 15		13 2	14 11		10 [f] 8	10 8	11 0	Panga 3 8 6	3 8 6	3 9 0	Monghyr.	34	Bhagalpur Division
17 12	19 0	17 10	8 14	8 14	11 6	10 [g] 8	10 8	10 0	3 12 0	3 13 0	3 12 0	Bhagalpur.	35	
	..		8 0	8 0	10 0	10 [h] 8	10 8	10 8	Panga 3 12 0	3 12 0	3 12 0	Purnea.	36	
		.	16 0	7 8	8 0	10 [i] 0	10 0	9 8	Karkatch 3 14 0	3 14 0	4 0 0	Malda.	37	
						10 0	10 0	10 0	Panga 3 11 0	3 14 0	3 14 0			
19 0	20 0	17 0	14 0	15 0	16 0	10 [j] 0	10 8	10 0	Crushed 3 12 0	3 12 0	3 10 0	Sonthal Parganas.	38	
												ORISSA		
.	..		12 7	12 7	19 11	13 [k] 0	13 0	10 12	Karkatch 3 0 0	3 0 0	3 0 0	Cuttack.	39	Orissa Division
..	...	...	7 0	8 0	8 8	10 [l] 8	10 8	11 0	Panga 3 1[illegible] 0	3 12 0	3 8 0	Balasore.	40	
.		..	7 8	7 14	9 8	13 [m] 8	13 4	13 0	Karkatch 2 14 0	2 15 0	2 15 0	Puri.	41	
												CHOTA NAGPUR		
18 0	18 0	13 4	7 8	9 0	9 0	9 0	9 0	9 0	4 7 0	4 7 0	4 5 0	Hazaribagh.	42	Chota Nagpur Division
21 0	22 0		8 0	7 0	8 0	9 8	9 8	9 8	4 2 0	4 2 0	4 2 0	Ranchi.	43	
15 12	19 2	12 15	13 1	13 8	13 8	9 9	9 9	9 4		..	.	Palamau.	44	
22 0	18 0	16 0	9 0	11 0	11 0	10 [n] 0	10 0	10 0	Panga 3 14 0	3 12 0	3 12 0	Manbhum	45	
14 0	16 0	18 0	8 0	8 0	10 0	9 0	9 0	10 0	3 8 0	3 8 0	4 0 0	Singhbhum	46	

f. In the subdivisions the retail prices of salt per rupee are—[illegible] 10½ seers, Jamui 10½ seers.
g. In the subdivisions the retail prices of salt per rupee are—[illegible] 10 seers, Madhipura 9 seers, Supaul 10 seers.
h. In the subdivisions the retail prices of salt per rupee are—[illegible] and Araria 9 seers.
i. At Balia Nawabganj the retail price of salt (panga and karkatch) is 10 seers per rupee.
j. In the subdivisions the retail prices of salt per rupee are—Deoghur 10½ seers, Godda 10 seers (crushed), Jamtara 11 seers (crushed), Pakaur 11 seers (karkatch), Rajmahal 11 seers.
k. In the subdivisions the retail prices of salt per rupee are—Jajpur 10 seers (panga); Kendrapara 10 seers (panga).
l. At Bhadrak the retail price of salt is 10½ seers per rupee.
m. At Khurda the retail price of salt is 12 seers per rupee.
n. At Gobindpur the retail price of salt is 10 seers 10 chitaks per rupee.

Published for general information.

F. A. SLACKE,
Secretary to the Govt. of Bengal.

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT.

Approximate Return of Traffic on the Circular and Eastern Canals for the week ending Saturday, the 16th February 1901, as compared with the corresponding week of the previous year.

Nature of Cargo.	Week ending Saturday the 16th February 1901			Week ending Saturday the 17th February 1900		
	Number of boats.	Weight of cargo	Tollage.	Number of boats.	Weight of cargo.	Tollage.
	No.	Mds.	Rs.	No.	Mds	Rs
Rice and paddy	900	2,03,975	3,248	1,547	4,21,050	7,177
Jute . ..	79	33,475*	467	41	21,050	323
Firewood	48	48,325	645	78	59,325	891
Other articles	526	1,44,880	1,817	916	2,18,595	3,037
Total ...	1,553	4,25,655	6,177	2,582	7,20,120	11,427

* Weight by canal measurement—30,075 maunds.

BENGAL-NAGPUR RAILWAY.

Abstract of principal commodities carried during the month of August 1900 as compared with the corresponding period of the previous year.

Articles.	1900 Up.	1900 Down	1899 Up	1899 Down	Total, 1900	Total, 1899	Increase.	Decrease
	Tons.	Tons	Tons.	Tons	Tons	Tons.	Tons	Tons.
I.—Apparel, including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes.	5	6	...		11	...	11	...
II.—Coal and coke carried for the public and foreign railways.	12,186	35,825	9,558	28 083	48,011	37,641	10,370	
III.—Cotton—								
1 Raw	4	28	44	416	32	462	...	430
2. Manufactured—								
(a) Twist and yarn European	2	13	8	67	15	75	...	60
(b) Ditto, Indian	49	414	72	474	463	546		83
(c) Piece goods, European	68	36	68	24	104	87	17	
(d) Ditto, Indian	18	165	26	77	183	103	80	
(e) Others	1	2			3		3	...
IV.—Chemicals excepting saltpetre	3	1			4	...	4	...
V.—Drugs—								
1 Intoxicating, other than opium		1		1	1	1		
2 Non intoxicating—								
(a) Medicinal preparations	2				2		2	
(b) Others	14	4	4	3	18	7	11	
VI.—Dyes and Tans—								
1 Al (morinda citrifolia)	...	...		...				
2 Alizarine and aniline dyes	...		1			1		1
3 Cutch	17	8	7	5	20	12	8	
4 Indigo	2	1	1		3	1	2	
5 Myrabolams	90	166	103	15	235	118	117	
6 Tanning barks	...			...	...			
7 Turmeric	29	16	36	8	45	38	7	
8. Others	13	11	22	5	24	27	...	3
VII.—Fodder—								
1 Oilcake	29	1	...		30		30	
2 Hay straw and grass	125	20			155		158	
VIII.—Fruits and vegetables, fresh	20	85	...		105		105	...
IX.—Grain and Pulse—								
1 Gram and pulse	2 521	523	3,188	258	3,044	3,446		402
2 Jowar and bajra	13	1	1	206	13	207		194
3 Rice in the husk	1,302	85	12	243	1,387	255	1 132	...
4 " not in the husk	11 453	816	4 494	1 812	12,293	6,326	5,973	
5. Wheat	1,849	46	3,175	47	1 895	3,222		1 327
6 " flour	39	22			61		61	
7 Others	240	14	19	91	254	110	144	
X.—Hides and skins—								
1 Hides of cattle—								
(a) Dressed or tanned		...				...		
(b) Raw	78	260	118	223	338	341		3
2. Skins of sheep and other animals—								
(a) Dressed or tanned					...	...	...	
(b) Raw	1	1	1	4	2	5		3
XI.—Horns	10	11	13	13	21	25		4
XII.—Hemp (Indian) and other fibres, excluding jute	5	58	...		59		59	...
XIII.—Jute—								
1. Raw	1	1		...	2		2	
2 Gunny-bags and cloth	70	121	166	30	191	195		4
XIV.—Lac	63	267	115	718	330	863	...	533
XV.—Leather—								
1 Unwrought	1	1	5	1	2	6		4
2. Wrought excepting boots and shoes		1	...	...	1	...	1	
XVI.—Liquors—								
1 Ale and beer	7	41	9	39	48	48		
2 Spirits of all kinds, including country spirit	4	3	7	2	7	9	...	2
3 Wines	6	1	7	1	7	8		1
4. All other sorts, including toddy and fermented liquor, other than ale and beer	...	...	...		...	...		
XVII.—Metals—								
1 Brass, unwrought	1	2	...		3		3	
2 " wrought	34	70	5	17	104	22	82	
3. Copper, unwrought	...			1	...	1		1
4. " wrought	1	19	1	1	20	2	18	
5. Iron and steel—								
(a) Cast	8	1	1	1	9	2	7	
(b) Unwrought	1			26	1	26		25
(c) Wrought	332	66	125	95	408	220	188	...
(d) Manufactures	96	38	67	35	134	102	32	
6. Others	1,922	24	8	13	1,946	21	1 925	...
XVIII.—Oils—								
1 Kerosine	473	76	278	32	549	310	239	...
2 Castor	11	6	19	1	17	20	...	3
3. Cocoanut	8	12	7	1	20	8	12	...
4. Mustard and rape	14	2			16		16	
5. Others	33	4	30	6	37	36	1	

Articles	1900 Up	1900 Down	1899 Up	1899 Down	Total, 1900	Total, 1899	Increase	Decrease.
	Tons	Tons	Tons	Tons	Tons	Tons.	Tons	Tons.
XIX.—Oilseeds—								
1 Castor ..	3	1		81	4	81	...	77
2 Earthnuts ..			...	1		1		1
3 Linseed	1	1	337	53	2	390	..	387
4 Poppy	3	1	7		4	7		3
5 Rape and mustard	7	11	16	52	18	68		50
6 Til or jinjili	65	135	245	206	200	501		301
7 Others ..	49	37	393	94	86	487	...	401
XX.—Opium	1		1		1	1	...	...
XXI.—Paper and pasteboard ..	51	1	15	1	52	16	36	..
XXII.—Provisions—								
1 Dried fruits and nuts	24	218	11	34	242	45	197	.. ..
2 Ghee	35	121	12	211	156	223	...	67
3 Others	70	44	138	54	114	192		78
XXIII.—Railway plant and rolling stock carried for the public and foreign railways—	.....	1	..	...	1	...	1	..
1 Locomotive engines and tenders and parts thereof	..		18	7	......	25	..	25
2 Carriages and trucks and parts thereof	.. ..		4	...		4	...	4
3 Materials—								
(a) Steel rails and fish plates		1	1		1	1		..
(b) Sleepers and keys of steel and cast-iron.	.....		..			..	...	.....
(c) Others	139	2,038	681	3,306	2,177	3,987	....	1,810
XXIV.—Salt ..	740	578	657	303	1,318	960	324	..
XXV.—Saltpetre and other saline substances—								
1 Saltpetre ..	4	1	1		5	1	4	.....
2 Other saline substances	3	3	2	1	6	3	3	......
XXVI.—Silk—								
1 Raw—								
(a) Foreign				..	.. ..	.. ..	..	......
(b) Indian	6	6	8	5	12	8	4	.....
2 Piece goods—								
(a) Foreign	.....		..			..	..	....
(b) Indian	5	1	1	...	4	1	3	
XXVII.—Spices—								
1 Betel nuts	148	6	30	4	154	34	120	
2 Cardamoms	.....		1		..	1	...	1
3 Chillies ..	34	58	6	11	92	17	75	
4 Ginger	1	1	2	1	2	3	..	1
5 Pepper	2		7	...	2	7		5
6 Others ..	147	5	104	13	152	117	35	
XXVIII.—Stone and lime ..	132	958	122	1,028	1,090	1,150	..	70
XXIX.—Sugar—								
1 Refined or crystallized, including sugar candy	140	34	91	79	174	170	4	..
2. Unrefined—								
(a) Sugar ..		..	...	..		..		
(b) Gur rab jaggery molasses, and others saccharine produce	67	62	93	13	129	106	23	.. ..
XXX.—Tea—								
1 Foreign	.....	..		.....	......	..	.. ..	...
2 Indian	3	28	2	30	31	32	..	1
XXXI.—Tobacco—								
1 Unmanufactured ..	122	20	90	37	142	127	15	..
2 Manufactured—								
(a) Cigars ..	1	1	..	1	2	1	1	..
(b) Other sorts ..	9	7	6	5	16	11	5	......
XXXII.—Wood—								
1 Timber unwrought ..	415	2,110	823	930	2,525	1,753	772	...
2 Manufactured ..	35	26	..	...	61		61	..
XXXIII.—Wool—								
1 Raw ..	..		...	.. ..			.....	..
2. Manufactured ..	3	1	..		4	..	4	...
(a) Carpets and rugs ..	1	1	...	...	2		2	
(b) Piece goods European	.....	...	..	.....			...	...
(c) Ditto Indian	1	4	1	1	5	2	3	...
(d) Other sorts of manufactures.	..		...	...	...	.. ...	..	.....
XXXIV.—All other articles of merchandise—								
1 Firewood	315	204	266	232	519	498	21	.....
2 Bamboos	91	114	118	85	205	203	2	
3 Moha ..	181	31	93	95	212	188	24	..
4 Others ..	548	261	694	364	809	1,058	...	249
Total	36,891	46,518	26,902	40,561	83,409	67,463	22,560	6,614
					Net increase ..		15,946	.....

L. GREENHAM,
For *Auditor, B.-N. Railway.*

Calcutta, the 16th February 1901.

BENGAL AND NORTH-WESTERN RAILWAY.

Statement of goods traffic for the month of November 1900, compared with the corresponding period in 1899.

Description of goods	1899 Tons	1899 Rs	1900 Tons	1900 Rs	Increase Tons	Increase Rs	Decrease Tons	Decrease Rs	Explanation of fluctuations by the Traffic Manager
I.—Apparel, including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes.			112	741	112	741			
II.—Coal and Coke carried for the Public and Foreign Railways	1,108	1,736	1,427	2,6 6	31?	870	..	..	For brick burning.
III.—Cotton—									
1. Raw	144	1,665	200	1,987	56	322			
2. Manufactured—								..	
(a) Twist and yarn, European	17	138	40	5 8	23	3 8			
(b) Twist and yarn, Indian	218	1,7 4	440	3,?5?	2?2	1,?3?	..		
(c) Piece-goods, European	1,509	11,7?5	1,081	7,5?5			428	4,250	
(d) Piece-goods, Indian	420	3,357	449	3,32?	29			32	
(e) Others			2	?1	2	31			
IV.—Chemicals, excepting saltpetre	..								
V.—Drugs—									
1. Intoxicating other than opium	4	33	1	4	..		3	29	
2. Non-intoxicating—									
(a) Medicinal preparations		..		..			..	..	
(b) Others	37	285	68	333	31	48		..	
VI.—Dyes and Tans—									
1. Al (Morinda citrifolia)									
2. Alizarine and aniline dyes	3	26	2	17			1	9	
3. Cutch	3	16	3	13				3	
4. Indigo	306	2,394	481	3,701	175	1,307			
5. Myrabolams	3	10					3	10	
6. Tanning barks		..							
7. Turmeric	32	354	119	934	87	580			
8. Others	18	131	19	118	1			13	
VII.—Fodder—									
1. Oilcakes			573	2,113	523	2,445			
2. Hay, straw and grass									
VIII.—Fruits and vegetables, fresh	..		208	923	268	923			
IX.—Grain and Pulse—									
1. Gram and pulse	4,010	10,727	1,411	6,021			2,?99	4,706	Decrease due to no demand in famine districts.
2. Jawar and bajra	228	414	17	65			211	348	
3. Rice, in the husk	3,045	9,3??	1,118	3,577			1,92?	5,?50	
4. Rice, not in the husk	9,905	3?,474	10,408	40,?90	403	7,616			
5. Wheat	2,402	9,632	1,560	6,7?1			1,242	2,931	
6. Wheat flour			103	643	103	643			
7. Makai	5,9?5	23,203	3,049	14,?95			2,956	8,338	
8. Others	17,720	51,597	4,482	16,549			13,238	35,048	
X.—Hides and Skins—									
1. Hides of cattle—									
(a) Dressed or tanned			7	60	7	60			
(b) Raw	661	3,091	552	2,533	..		109	558	
2. Skins of sheep and other animals—									
(a) Dressed or tanned	2	9	1	4			1	5	
(b) Raw	146	760	185	1,188	40	429			
XI.—Horns	8	110	16	170	8	60	..	..	
XII.—Hemp (Indian) and other fibres, excluding jute	..	..	2	10	2	10			
XIII.—Jute—									
1. Raw	24	102	96	559	72	457			
2. Gunny bags and cloth	760	3,537	760	4,053		516		..	
XIV.—Lac	37	172	123	468	86	206			
XV.—Leather—									
1. Unwrought			1	2	1	2			
2. Wrought, excepting boots and shoes.	53	450	8	104			45	346	
XVI.—Liquors—									
1. Ale and Beer	9	39	33	184	24	145			
2. Spirits of all kinds, including country spirits	14	81	..	..		..	14	81	
3. Wine	18	112	40	199	22	87	..	..	
4. All other sorts, including toddy and fermented liquor other than ale and beer.	..		..	..		..	..	..	
XVII.—Metals—									
1. Brass, unwrought	12	70	6	39			6	31	
2. Brass, wrought	62	427	209	1,084	147	657			
3. Copper, unwrought	..		..				..	..	
4. Copper, wrought	4	21	13	130	9	109	..	..	
5. Iron and steel—								..	
(a) Ore	..	..	73	3	73	3		..	
(b) Unwrought	..		1	7	1			7	
(c) Wrought			544	2,069	544	2,069		..	
(d) Manufactures	361	1,977	319	1,485			42	492	
6. Others	92	550	223	1,159	131	609	..	..	
XVIII.—Oils—									
1. Kerosine	1,136	3,378	781	4,208		830	355		
2. Castor	18	79	25	94	7	15			
3. Cocoanut	2	14	17	90	15	64			
4. Mustard and rape		..	7	34	7	34		..	
5. Others	9	75	11	96	2	21	..	..	

Description of Goods	1899.		1900.		Increase.		Decrease.		Explanation of fluctuations by the Traffic Manager.
	Tons	Rs.	Tons	Rs.	Tons.	Rs.	Tons.	Rs.	
XIX.—Oilseeds—									
1. Castor	58	83	450	686	392	603			
2. Earthnuts									
3. Linseed	2,734	5,963	766	2,201			1,968	3,692	Stocks cleared early in the season
4. Poppy	136	415	122	[illegible]		811	14		
5. Rape and mustard	1,126	4,278	819	2,565			307	1,713	
6. Til or jinjili	1	3	7	22	6	19			
7. Others	2,194	7,483	614	2,475			1,580	5,007	
XX.—Opium	17	183	7	67			10	116	
XXI.—Paper and Pasteboard	10	68	31	179	21	111			
XXII.—Provisions—									
1. Dried fruits and nuts	75	1,074	160	1,682	85	608			
2. Ghee	108	628	406	2,137	298	1,509			
3. Others	762	3,083	644	2,607			118	476	
XXIII.—Railway Plant and Rolling Stock carried for the Public and Foreign Railways—									
1. Locomotive engines and tenders and parts thereof									
2. Carriages and trucks and parts thereof									
3. Materials—									
(a) Steel rails and fish plates.									
(b) Sleepers and keys of steel and cast iron	10	7	1	3			9	4	
(c) Others									
XXIV.—Salt	5,843	15,596	6,418	18,452	575	2,856			
XXV.—Saltpetre and other saline substances—									
1. Saltpetre	1,079	3,530	538	5,239		1,709	541		
2. Other saline substances			3	14	3	14			
XXVI.—Silk—									
1. Raw—									
(a) Foreign									
(b) Indian	1	4					1	4	
2. Piece-goods—									
(a) Foreign									
(b) Indian									
XXVII.—Spices—									
1. Betelnuts	90	704	151	1,265	61	561			
2. Cardamoms	2	16	6	41	4	25			
3. Chillies	25	106	14	64			11	42	
4. Ginger	9	69	15	135	6	66			
5. Pepper	26	195	30	211	4	16			
6. Others	127	1,081	146	1,405	19	324			
XXVIII.—Stone and lime	484	986	515	1,316	31	330			
XXIX.—Sugar—									
1. Refined or crystallised including sugarcandy	1,057	5,174	749	3,137			308	2,037	Less production
2. Unrefined—									
(a) Sugar	1,887	6,539	181	598			1,706	5,941	
(b) Gur, rab, jaggery, molasses and other saccharine produce			550	3,819	550	3,819			Demand for jaggery in Cawnpur
XXX.—Tea—									
1. Foreign									
2. Indian	2	9	5	22	3	13			
XXXI.—Tobacco—									
1. Unmanufactured	1,096	7,368	776	4,705			510	2,663	
2. Manufactured—									
(a) Cigars			3	34	3	34			
(b) Other sorts	29	273	92	491	63	218			
XXXII.—Wood—									
1. Timber, unwrought			415	2,170	415	2,170			
2. Logs	1,086	1,110	658	1,400		290	428		
3. Poles	147	220	1	6			146	214	
4. Manufactures			139	793	139	702			
XXXIII.—Wool—									
1. Raw	2	11	3	20	1	9			
2. Manufactured—									
(a) Carpet and rugs			2	26	2	26			
(b) Piece-goods, European	3	34					3	34	
(c) Piece-goods, Indian	26	195	28	279	2	84			
(d) Other sorts of manufactures.									
XXXIV.—All other articles of merchandise—									
1. Indigo seed	60	549	141	760	81	211			
2. Firewood	781	1,106	806	1,486	25	380			
3. Others not specified above	4,618	6,907	3,962	6,869			656	38	
Total	76,726	2,63,722	52,141	2,10,170	8,866	41,406	33,451	94,954	

GORAKHPUR,
The 1st February 1901.

CHARLES YOUNG,
For Auditor of Accounts.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY

Approximate Return of Traffic for week ended 2nd February 1901, on 1,837 09 miles open.

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs. A P	Mds. S	Rs A P	Rs A P	Rs A P			
[illegible]tal Traffic for the week	403 491	4,21 632 4 0	52 55 141 30	(b) 8 84,319 10 0	20 8 7 0 0	13 26 778 14 0	104 777	188 689	293,466
per mile of Railway		229 8 2		481 5 11	11 5 5	723 4 6			
[illegible]r previous 3½ weeks of half year	1 274,567	14,02 840 7 0	1 93 56,001 10	31 74,067 2 0	8 87 0 0	46 64 494 9 0	397 588	662 238	1 059,826
Total for 4½ weeks	1 677,058	18 24 472 11 0	2,46 11 143 0	40 58,386 12 0	1 08 414 0 0	59 91 273 7 0	502 365	850 927	1 353,292
Comparison									
[illegible]tal for corresponding week of previous year	389 482½	4,34 436 14 10	47 13 280 20	9,61,855 2 6	31 897 13 7	14 28 189 14 11	107 813½	186 404½	294 217½
[illegible]r mile of railway corresponding week of previous year		253 13 1		561 15 4	18 10 2	834 6 7			
[illegible]tal for corresponding 4½ weeks of previous year	1 6?8,994½	17 83,251 10 2	2 30 82 853 20	40 58 303 3 0	1 41 001 12 8	68 82,564 0 10	496,040½	925 613½	1,421 654½

(b) The decrease is chiefly due to heavier upward despatches of food-grains in the corresponding period of 1900

1901 — Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900

Open mileage	Period	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total	Per mile of railway	Train mileage	
		No of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs A P
837 09	12 days of January	539 312	5 87 307	85 76 033	14 02 100	42,014	20,31 311	1 106	48 169	4 3 5
837·09	Week ended 19th "	304 816	3 90 303	52 72 154	9 04,870	[illegible]	13 18 150	718	2?1 508	4 8 4
837 09	" 26th "	380 549	4,2?, 91	52 07 815	8 60 708	22 5??	13 14 534	716	29? [illegible]	4 9 [illegible]
837·09	" 2nd Feb	403 491	4 21 632	52 55 141	8 84,319	20 837	13 26 778	722	293 466	4 8 4
	Totals up to date	1,677 058	18,24,472	2 46 11,143	40 58 387	1 08 414	59 91 273	692	1,353 292	4 6 10

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded — 1900

Open mileage	Period	No of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs A P
1,711·61	13 days of January	596 611	6 6? 19	8? 39 374	18 36 800	48 51?	2 18 ?14	1 4?9	594 367	4 12 4
1 711 61	Week ended 20th January	320 577	3 31 450	5? 37 510	10 71 643	31 0?0	14 31 31	5?8	303 813	4 11 7
1 711 61	" 27th "	322 294	352 160	54 92 859	10 88 005	30 164	14 1 129	800	289 257	5 1 4
1,711 61	" " 3rd Feb	389,483	4 34 367	47 13 281	9 61,855	31 808	14 28 190	834	294 217	4 13 8
	Totals up to date	1 628,095	17 83,251	2 30,82,854	40 58,303	1 41 010	68 82 564	828	1 421 654	4 13 6

TARKESSUR BRANCH RAILWAY

Approximate Return of Traffic for week ended 2nd February 1901, on 22·23 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings.	Traffic Train miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	23,740	6,006 14 0	34 494 10	793 12 0	5 0 0	6 895 10 0	1 066	123	1,189
Or per mile of railway		274 4 3		35 11 3	0 3 7	310 4 1			
For previous 3½ weeks of half year	75,375	18 640 8 0	1 43 366 20	2,990 4 0	23 0 0	21 653 12 0	3 844	569	4 413
Total for 4½ weeks	99 115	24,737 6 0	1 77 860 30	3,784 0 0	28 0 0	28 549 6 0	4 910	691	5,601
Comparison									
Total for corresponding week of previous year	21 623	5 235 6 5	18,074 10	781 3 0	7 0 3	6 013 15 8	1 048	140	1 188
Per mile of railway corresponding week of previous year		235 1 0		35 2 3	0 5 4	270 8 7		...	
Total for corresponding 4½ weeks of previous year	101,213½	23,956 0 11	1,41,514 10	3,844 1 0	48 0 9	27,848 2 8	5,127	1 300	6,427

TARKESSUR BRANCH RAILWAY—*concluded*

1901 *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900*

Open mileage	Period	Coaching Traffic		Merchandise and Mineral Traffic.		Other earnings	Total.	Per mile of railway	Train mileage	
		No of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs A P
22 23	12 days of January	33 815	7 786	61 722	1,378	11	9 175	413	2,037	4 8
22·23	Week ending 19th January	22 734	5 526	35 924	729	6	6 261	282	1 188	5 4
22·23	26th	19,826	5 328	35 721	883	6	6 217	280	1,188	5 3
22 23	, 2nd February	23 740	6,097	34 494	794	5	6,896	310	1,118	6 12 1
	Totals up to date	99,115	24 737	167,861	3,784	28	28 549	272	5,601	5 1

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded 1900

Open mileage	Period	No of passengers	Rs	Mds.	Rs	Rs	Rs.	Rs.	No	Rate Rs. A P
22 23	13 days of January	38 032	8 899	35 948	1 501	16	10 416	469	3,345	4 7
22 23	Week ending 20th January	19 749	4 615	14 487	505	10	5,130	231	1,596	3 3
22 23	" 27th	21 810	5 216	72 105	1,057	15	6 288	283	1,298	4 13
22 23	" " 3rd February	21,623	5 226	18,974	781	7	6 014	271	1,188	5 1
	Totals up to date	101 214	23 956	1,41 514	3,844	48	27,848	268	6,427	4 5

DELHI-UMBALLA-KALKA RAILWAY

Approximate Return of Traffic for week ended 2nd February 1901, on 162 24 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise.	Total
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	16,992	13,805 8 0	1 66 825 0	12 441 2 0	67 0 0	26 313 10 0	7,195	3 686	10 881
Or per mile of railway		85 1 6		76 10 11	0 6 7	162 3 0			
For previous 3½ weeks of half year	56,287	45 712 8 0	5 44,796 20	42 801 6 0	246 0 0	88,759 14 0	28 517	12,525	41,042
Total for 4½ weeks	73 279	59 518 0 0	7 11 621 20	55 242 8 0	313 0 0	1 15,073 8 0	35 712	16 211	51,923
Comparison									
Total for corresponding week of previous year	14,684	11 936 10 9	86 775 10	9 447 13 0	78 5 0	21 462 12 9	6,847	3,411	10,258
Per mile of railway corresponding week of previous year		73 9 2		58 3 9	0 7 9	132 4 8			..
Total for corresponding 4½ weeks of previous year	71 538	60 040 5 7	4 46 624 20	53 480 12 3	395 11 6	1 13,916 13 4	34,024	15,056	49 080

1901 *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900*

Open mileage	Period	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total	Per mile of railway	Train mileage.	
		No of passengers	Rs.	Mds.	Rs	Rs	Rs	Rs.	No.	Rate Rs. A P
162 24	12 days of January	25 949	22 231	2 42 288	17 745	113	40,089	247	18,688	2 2 4
162·24	Week ended 19th January	15 334	12 114	1 42 393	12 549	65	24,727	152	11 258	2 3 2
162·24	26th	14 984	11 367	1 60 116	12 508	68	23 943	148	11 096	2 2 6
162 24	2nd February	16 992	13,806	1 66,825	12,441	67	26 314	162	10 881	2 6 8
	Totals up to date	73,279	59,518	7,11 622	55 242	313	1 15,073	160	51,923	2 3 6

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded 1900

Open mileage	Period	No of passengers	Rs.	Mds	Rs	Rs	Rs	Rs	No	Rate. Rs. A P
162 24	13 days of January	28 523	26,906	1 85 104	22 085	123	49 204	303	19,464	2 8 1
162 24	Week ended 20th January	14,207	10 686	78 419	11,799	44	22,528	139	9,672	2 5 5
162·24	" " 27th "	14 124	10 423	96 926	10 168	140	20 721	128	9,686	2 2 3
162·24	" 3rd February	14 684	11,936	86,775	9,448	79	21 463	132	10,258	2 1 6
	Totals up to date	71,538	60,040	4,46 624	53,480	386	1,13,916	143	49,080	2 5 1

SOUTH BEHAR RAILWAY

Approximate Return of Traffic for week ended 2nd February 1901, on 78 76 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise.	Total
		Rs. A P	Mds. s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	9,801	4,415 15 0	52 019 20	3 138 1 0	43 0 0	7,597 0 0	1 684	1,294	2,978
Or per mile of railway		56 1 1		39 13 6	0 8 9	96 7 4			
For previous 3½ weeks of half year	35,539	17,154 0 0	1,74 135 30	13 494 13 0	160 0 0	30 808 13 0	6,602	3,673	10 275
Total for 4½ weeks	45,340	21 569 15 0	2,26 155 10	16,632 14 0	203 0 0	38 405 13 0	4 286	4 967	13,253
Comparison									
Total for corresponding week of previous year	10,624½	5 159 5 0	56 604 20	4 32 3 0	21 9 6	9 313 1 6	1 548	678	2,226
Per mile of railway corresponding week of previous year		65 8 1	..	52 7 5	0 4 5	118 3 11			.
Total for corresponding 4½ weeks of previous year	49,963½	23 657 14 7	2,72,081 10	19 032 9 0	109 2 6	43,629 10 1	7,339	3,473	10 812

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900 — 1901

Open mileage	Period	Coaching Traffic		Merchandise and Mineral Traffic.		Other earnings	Total	Per mile of railway	Train mileage	
		Number of passengers	Rs.	Mds	Rs	Rs	Rs	Rs	No	Rate Rs A. P
78 76	13 days of January	16 080	7 558	74 139	5 321	75	12 954	164	4 762	2 11 6
78 76	Week ended 19th	10 001	5 127	45 663	4 633	43	9 843	125	2 757	3 9 1
78·76	" 26th "	9 458	4,409	54 334	3 513	43	8 078	102	2 751	2 14 7
78 76	" 2nd Feb	9 801	4 416	52 019	3 138	43	7 597	96	2 978	2 8 10
	Totals up to date	45 340	21,570	2 26,155	16 633	203	38 406	103	13 253	2 14 4

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded — 1900

Open mileage	Period	Number of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs A P
78·76	13 days of January	19 319	9 099	94 728	6 191	54	16 144	205	4 144	3 14 6
78 76	Week ended 20th "	9 895	4 425	60,638	4 231	12	8 668	110	2 229	3 14 3
78 76	" 27th "	10 125	4 975	60,093	4 588	21	9 584	122	4,226	4 4 11
78 76	" " 3rd Feb	10 625	5 159	56,604	4 132	22	9 313	118	2 720	4 2 11
	Totals up to date	49 964	23 658	2,72,081	19 932	109	43 699	114	10,812	4 0 8

EASTERN BENGAL STATE RAILWAY

(Including N B, K-D, Dacca, and Assam Behar Sections)

Approximate Return of Traffic and Mileage for the week ended 9th February 1901, on 853 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (including ferry)	Total earnings	Traffic Train miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds s	Rs A. P	Rs A P	Rs A P			
Total traffic for the week	250 847	1,33,690 0 0	11,55,390 0	1 67,130 0 0	9,900 0 0	3,10,720 0 0	35 690	39 560	75,250
Or per mile of railway	294	157 0 0	1,354 0	196 0 0	1 0 0	354 0 0*			
For previous 5 weeks of half year ...	1,061 330	5 32,480 0 0	51,84,850 0	8,50 350 0 0	88 620 0 0	14 71,450 0 0	171,355	194 413	365,768
Total for 6 weeks	1,312,170	6,66 170 0 0	63 40,230 0	10 17,480 0 0	98,520 0 0	17,82 170 0 0	207 045	233 973	441,018
Comparison									
Total for corresponding week of previous year	233,412	1,11,380 0 0	11,39,338 0	1,61,866 0 0	13,939 0 0	2,87,185 0 0	35 866	40 458	76,324
Per mile of railway corresponding week of previous year	280	134 0 0	1,389 0	195 0 0	1 0 0	330 0 0			..
Total to corresponding date of previous year	1,272,382	6,14,711 0 0	65,45,968 0	10 10,625 0 0	1,24 587 0 0	17,50,123 0 0	2 1 109	240 343	451 451

* Excluding steamer earnings

DACCA STATE RAILWAY

Approximate Return of Traffic and Mileage for the week ended 9th February 1901, on 86 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings.	Total earnings.	Traffic Train miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts.			Coaching.*	Merchandise.	Total
		Rs A P	Mds s	Rs. A. P	Rs A. P	Rs. A P			
Total traffic for the week	31,470	8 710 0 0	55 080 0	5,520 0 0	170 0 0	14,4 0 0 0	2,950	2,530	5,480
Or per mile of railway	366	101 0 0	640 0	64 0 0	2 0 0	167 0 0			
For previous 5 weeks of half year	120,980	41 000 0 0	272,250 0	27,190 0 0	1,010 0 0	69,200 0 0	13,260	11,574	24,834
Total for 6 weeks	152,450	49 710 0 0	327 330 0	32 710 0 0	1,180 0 0	83,600 0 0	16,210	14,104	30,314
Comparison									
Total for corresponding week of previous year	25 699	7,695 0 0	19 660 0	1 932 0 0	45 0 0	9 662 0 0	2,878	1 380	4,258
Per mile of railway corresponding week of previous year	299	89 0 0	229 0	22 0 0	1 0 0	112 0 0			..
Total to corresponding date of previous year	140 416	44 102 0 0	174 100 0	17,561 0 0	2 466 0 0	64,129 0 0	17,113	6 777	23,890

COOCH BEHAR STATE RAILWAY

Approximate Return of Traffic and Mileage for the week ended 9th February 1901, on 33 73 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (including ferry)	Total earnings	Traffic train miles run		
	Number of passengers	Coaching receipts.	Weight carried	Receipts.			Coaching	Merchandise.	Total
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	1 610	660 0 0	14 13 0	760 0 0	40 0 0	1,460 0 0	290	1 290	(a) [illegible]
Or per mile of railway	48	20 0 0	431 0	22 0 0	...	43 0 0*		..	..
For previous 5 weeks of half year	7 530	3 270 0 0	40 350 0	3,5 0 0 0 0	210 0 0	7 080 0 0	1,700	6,170	70 [illegible]
Total for 6 weeks	9 140	3,930 0 0	54 830 0	4 340 0 0	250 0 0	8 520 0 0	1,990	7 460	450 [illegible]
Comparison									
Total for corresponding week of previous year	1 937	881 0 0	12 147 0	605 0 0	350 0 0	1 836 0 0	164	962	1,126
Per mile of railway corresponding week of previous year	58	27 0 0	366 0	18 0 0	6 0 0	61 0 0			......
Total to corresponding date of previous year	9 523	4 275 0 0	71,084 0	5,552 0 0	1 145 0 0	10,972 0 0	1,081	5 763	6 844

* Excluding coaching ferry
(a) Includes ballast train miles 950

MYMENSINGH JAGANNATHGANJ RAILWAY

Approximate Return of Traffic and Mileage for the week ended 9th February 1901, on 53 37 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings.	Total earnings	Traffic Train miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	9 660	2,370 0 0	16 040 0	820 0 0	30 0 0	1,290 0 0	116	800	1,916*
Or per mile of railway	181	44 0 0	317 0	15 0 0	1 0 0	60 0 0			
For previous 5 weeks of half year	42 [illegible]0	10 650 0 0	90,690 0	4 350 0 0	90 0 0	15,090 0 0	5,228	2,894	8,122
Total for 6 weeks	52 410	13 000 0 0	1,07 030 0	5,170 0 0	110 0 0	16,250 0 0	6,344	3,694	10,038
Comparison									
Total for corresponding week of previous year	8 605	2 193 0 0	34 739 0	1 974 0 0	9 0 0	4,106 0 0	1,105	577	1,682
Per mile of railway corresponding week of previous year	161	40 0 0	651 0	37 0 0		77 0 0		......	
Total to corresponding date of previous year	49,212	12 224 0 0	1 34 822 0	6 013 0 0	77 0	20,314 0 0	5,916	4,417	10,333

* Includes ballast train miles 432.

BRAHMAPUTRA-SULTANPUR RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 9th February 1901, on 59 miles open

	Coaching Traffic		Merchandise and Mineral Traffic.		Other earnings.	Total earnings.	Traffic Train-miles run.		
	Number of passengers	Coaching receipts	Weight carried.	Receipts			Coaching.	Merchandise	Total.
		Rs A. P.	Mds s.	Rs. A P	Rs A P	Rs A P			
Total traffic for the week ...	6,340	1,800 0 0	19 340 0	1,740 0 0	20 0 0	3,560 0 0	895	1,195	(a)2,090
Or per mile of railway	107	31 0 0	328 0	29 0 0	......	60 0 0	.	..	... ..
For previous 5 weeks of half-year	28,460	8,520 0 0	77,830 0	7,560 0 0	120 0 0	16,200 0 0	5,570	3,174	8,744
Total for 6 weeks .	34,800	10,320 0 0	97,170 0	9,300 0 0	140 0 0	19,760 0 0	6,405	4,369	10,774
Comparison									
Total for corresponding week of previous year	2,588	712 0 0	41 919 0	949 0 0	4 0 0	1,665 0 0	177	1,495	1,672
Per mile of railway corresponding week of previous year	103	29 0 0	1,711 0	38 0 0	...	67 0 0			..
Total to corresponding date of previous year	15,290	4,646 0 0	1,73,017 0	6,332 0 0	54 0 0	11,034 0 0	984	5,890	6,874

(a) Includes ballast train miles 350

BENGAL CENTRAL RAILWAY COMPANY, "LIMITED"

Approximate Return of Traffic and Mileage for the week ended 2nd February 1901, on 130 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings.	Total earnings	Traffic Train miles run.		
	No of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs A. P	Mds s.	Rs A P	Rs A P	Rs. A P			
Total traffic for the week	34 443	18 214 0 0	65,001 0	5,228 0 0	58 0 0	23,498 0 0	4,567	2,708	7,275
Or per mile of railway	265	140 0 0*	468 0	38 0 0		178 0 0			...
For previous 4 weeks of half year ...	114,872	52 941 0 0	2 43,443 0	17,751 0 0	20,977 0 0	9? 649 0 0	16,913	10,382	27,235
Total for 5 weeks	140,315	71 155 0 0	3,08,444 0	22 979 0 0	21 0.5 0 0	1,15,147 0 0	21,480	13,090	34,510
Comparison									
Total for corresponding week of previous year	33,136	14,189 0 0	80,545 0	6,647 0 0	250 0 0	21,095 0 0	4,466	3,275	7,741
Per mile of railway corresponding week of previous year	255	109 0 0	623 0	48 0 0	2 0 0	159 0 0	..	...	
Total to corresponding date of previous year	150,653	64,677 0 0	3,67,359 0	28,377 0 0	11,760 0 0	1,04,814 0 0	23,405	13,448	36,853

* Coaching traffic calculated on 130 miles only

BENGAL CENTRAL RAILWAY COMPANY, "LIMITED

Approximate Return of Traffic and Mileage for the Week ended 9th February 1901, on 139 miles open

	Coaching Traffic		Merchandise and Mineral Traffic.		Other earnings.	Total earnings	Traffic Train miles run		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching	Merchandise	Total.
		Rs A P	Mds. s.	Rs. A. P	Rs. A P	Rs. A. P			
Total traffic for the week	39,827	16,616 0 0	69,429 0	6,149 0 0	77 0 0	22,842 0 0	4,568	2,780	7,276
Or per mile of railway	306	128 0 0*	499 0	44 0 0	1 0 0	173 0 0			
For previous 5 weeks of half year	149,315	71,153 0 0	308,444 0	22,979 0 0	21,015 0 0	1,15,147 0 0	21,480	13,090	34,510
Total for 6 weeks ...	189,142	87,769 0 0	377,873 0	29,128 0 0	21,092 0 0	1,37,989 0 0	26,048	15,738	41,789
Comparison.									
Total for corresponding week of previous year .	41,090	15,140 0 0	79,557 0	6,898 0 0	249 0 0	22,286 0 0	4,692	2,566	7,258
Per mile of railway corresponding week of previous year .	316	116 0 0	573 0	50 0 0	2 0 0	168 0 0	...	..	.. .
Total to corresponding date of previous year .	196,743	79,827 0 0	446,916 0	35,275 0 0	12,009 0 0	1,37,111 0 0	28,097	16,014	44,111

* Coaching traffic calculated on 130 miles only

BENGAL AND NORTH-WESTERN RAILWAY.

Approximate Return of Traffic for the week ending 9th February 1901, on 1,223 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated), including steam boat.	Total earnings.	Traffic Train-miles run		
	No of passengers	Receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs	Mds	Rs	Rs	Rs			
Total traffic for the week on 1,223 miles open	108 690	72,500	7 65 420	1,06,770	16,940	(a)1,96,210	31,601	(b)30,608	62,208
Or per mile of railway	151·93	59 28	6 55	87 30	13 85	160 48	...	......	......
For previous 4½ weeks of half year	778,610	2,95,470	28,83 710	3 99,810	73,340	7,68 630	141,890	129,985	271,885
Total for 5½ weeks	847,300	3 67,970	36,48 130	5,06,580	90,280	9 64,840	173,281	160,597	333,878
COMPARISON									
Total for corresponding week of previous year on 1,065 miles open	141,201	58,938	6,85 145	98 014	13,685	1,70,637	37,671	(c)32,581	69,[illegible]
Per mile of corresponding week of previous year	130 19	54 83	631 47	90 33	12 62	157 27	..		...
Total to corresponding date of previous year	737 305	3 06,236	37,21 940	5,07,980	86,524	9,00,740	161,905	178,851	340,756

(a) Increase due to increased mileage and improved traffic generally
(b) Includes 1 924 miles of ballast trains run on open line
(c) „ 4,250 „ „

SEGOWLIE-RAKSAUL BRANCH RAILWAY

(WORKED BY THE B & N.-W RAILWAY.)

Approximate Return of Traffic for week ending 9th February 1901, on 18 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	Passengers carried.	Receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
	No	Rs	Mds	Rs.	Rs	Rs.			
Total traffic for the period on 18 miles open	1,386	319	14 149	487	17	823	384	120	504
Or per mile of railway	77 00	17 72	[illegible] 72	27 05	0 94	45 72	..	...	..
For previous 4½ weeks of half year	8 457	1,562	47 473	1,921	304	3,787	1,366	524	1 890
Total for 5½ weeks	9 843	1,881	61,6[illegible]	2 408	321	4,610	1,750	644	2,394
COMPARISON									
Total for corresponding week of previous year on 18 miles open	1,304	235	10 7[illegible]	316	6	557	155	97	252
Per mile of corresponding week of previous year	72 44	13 04	59[illegible] 11	17 55	0 35	30·94	...		...
Total to corresponding date of previous year	7,392	1,369	50,105	1,428	51	2,848	854	622	1,476

ASSAM-BENGAL RAILWAY.

Approximate Return of Traffic for the week ended 2nd February 1901 on 397 miles open for all descriptions of traffic, and an additional 181 miles for goods and parcels traffic only

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train-miles run		
	No of passengers	Coaching receipts.	Weight carried	Receipts			Coaching	Merchandise.	Total.
		Rs A. P	Mds. S.	Rs. A P	Rs A. P	Rs A P			
Total traffic for the week	40 158	26 015 0 0	1,19,243 0	11,594 0 0	604 0 0	38,213 0 0	3,574	6,982	10,556
Or per mile of railway	101 15	65 53	294·57	29·06	1·04	86·63	9 00	12 06	21·06
For previous 4 weeks of half year	170 6[illegible]	75,739 0 0	7,62,482 0	54,517 0 0	4,443 0 0	1,34,699 0 0	13,087	30,515	43,602
Total for 5 weeks	1 0[illegible]	1 01,754 0 0	8 80,725 0	60 111 0 0	5,047 0 0	1,72,912 0 0	16,661	37 497	54,158
COMPARISON									
Total for corresponding week of previous year	27 053	[illegible] 0 [illegible]	1 61 348 0	10 640 0 0	445 0 0	30,418 0 0	3,674	6,307	9,981
Per mile of railway corresponding week of previous year	[illegible]	4 2	371 77	24 98	1 03	74 33	9 26	14 58	23 81
Total to corresponding date of previous year	145 171	93[illegible]17 0 0	9,33,695 0	61,514 0 0	5,194 0 0	1,63,315 0 0	16,352	36 589	52,941

FINANCIAL YEAR.

Approximate Statement of Gross Receipts of the Assam-Bengal Railway.

Receipts for week ending 2nd February 1901			Receipts for week ending 3rd February 1900			Total receipts from 1st April 1900 to 2nd February 1901.			Total receipts from 1st April 1899 to 3rd February 1900.			Total increase in 1901	Total decrease in 1901.
Mean mileage worked.	Receipts	Per mile worked	Mean mileage worked.	Receipts	Per mile worked	Mean mileage worked.	Total receipts	Per mile worked per week	Mean mileage worked	Total receipts.	Per mile worked per week		
	Rs.	Rs.		Rs.	Rs		Rs.			Rs		Rs	Rs.
578	38,213	66·63	434	30,418	74 33	578	14,28 715	...	434	13,35,195	..	93,520	......

DARJEELING-HIMALAYAN RAILWAY COMPANY, LIMITED.

	Rs	A	P
Approximate earnings for the week ending 9th February 1901 .	11,500	0	0
Audited earnings for the corresponding period of 1900	11,471	0	0
Increase	29	0	0
Receipts per mile for the week ending 9th February 1901	225	7	10
Ditto for the corresponding period of 1900	224	14	9
Increase	0	9	1
Receipts from 1st January to 9th February 1901	53,674	0	0
Ditto for the corresponding period of 1900	69,943	0	0
Decrease	16,269	0	0

Printed at the Printing Office, and published by the Book Depôt of the Bengal Secretariat, Writers' Buildings in the City of Calcutta, on 20th February 1901.

REGISTERED No. [illegible]

No. 9 of 1901.

SUPPLEMENT TO
The Calcutta Gazette.

WEDNESDAY, FEBRUARY 27, 1901.

OFFICIAL PAPERS.

[Non-Subscribers to the GAZETTE *may receive the* SUPPLEMENT *separately on payment of Six Rupees per annum if delivered in Calcutta, or Twelve Rupees if sent by post.]*

CONTENTS.

DISTRICT ROAD FUND.

No. 1216R.C.

GOVERNMENT OF BENGAL—PUBLIC WORKS DEPARTMENT

ROAD CESS.

Dated Calcutta, the 22nd February 1901

RESOLUTION

READ—

Letter from the Accountant-General, Bengal, No 528L F, dated the 17th January 1901, submitting an abstract of receipts and expenditure of the several District Road Committees in Bengal for the quarter ending 30th September 1900.

RESOLUTION —The Lieutenant-Governor directs that the accounts of the receipts and expenditure of the several District Road Committees in Bengal for the second quarter of the year 1900-1901 be published in the *Calcutta Gazette* and circulated to the officers concerned.

ORDER.—Ordered that a copy of this Resolution, together with a copy of the abstract of receipts and expenditure, be published in the Supplement to the *Calcutta Gazette*

Ordered also that a copy of this Resolution, and of the abstract referred to, be forwarded for information to the Commissioners of the Rajshahi, Chittagong, Bhagalpur, and Chota Nagpur Divisions; Superintending Engineer of the Northern Circle, Inspectors of Works, Eastern, Western and Bhagalpur Circles; and Financial Department of this Government.

By order of the Lieutenant-Governor of Bengal,

D JOSCELYNE,

Secretary to the Government of Bengal.

DISTRICT

Statement of Receipts and Expenditure of the several District

RECE

DISTRICT.	Balance in Treasury on 1st July 1900	PROVINCIAL RATES. Cess on lands.	Cess on mines and railways.	Total	Interest on arrears of road cess	MISCELLANEOUS Fees, fines and forfeitures	Miscellaneous.	Total	IRRIGATION Canal tolls.	CIVIL WORKS. Miscellaneous.	Contribution from private persons.	Receipts from staging bungalows.
1	2	3	4	5	6	7	8	9	10	11	12	13
	Rs A P	Rs A P	Rs. A P	Rs A. P		Rs A P	Rs. A. P	Rs A P.		Rs A P		Rs. A. P.
[...] districts												
[...]ling	7,857 7 0	1,329 6 7	5 6 6	1,334 13 1	..	...	3 '3 0	3 13 0	.. .			...
[...]bhum	3,564 8 7	46 0 6	331 0 0	377 0 6			879 12 6	879 13 6				
Total	11,421 15 7	1,375 7 1	336 6 6	1,711 13 7	.. ...	..	883 8 6	883 14 6			..	
[...] districts												
[...]gong Hill [...]	2,995 15 6	..		..		16 0 0	224 4 9	224 4 9	..	..	..	.....
[...] Parganas	84,201 1 6		..			1 0 0				138 13 0	.. ..	55 4 0
Total	87,197 1 0	...		..	...	17 0 0	224 4 9	224 4 9	...	138 13 0	.	55 4 0
[...] TOTAL	98,619 0 7	1,375 7 1	336 6 6	1 711 13 7		17 0 0	1,107 13 3	1,107 3 3	....	138 13 0	.. ..	55 4 0

EXPEN

DISTRICT	REFUNDS. Cess	Other receipts	Total	LAND REVENUE Miscellaneous public improvements.	PROVINCIAL RATES Establishment and contingencies of office of collection	Revaluation establishment	Total.	INTEREST Interest on temporary loans	ADMINISTRATION Establishment and contingencies of Committee's Office	Percentage cost of establishment for audit.	Total.	MEDICAL Expenditure during the prevalence of bubonic plague.	STATIONERY Printing at private presses	MISCELLANEOUS. Miscellaneous	Provident Fund contribution
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
				Rs. A. P	Rs A P		Rs A P		Rs A. P		Rs A P	Rs. A. P	Rs. A P.	Rs. A P	Rs. A P
[...] districts.															
[...]ling ...				....	414 14 3		414 14 3	1 000	632 12 5	...	632 12 5	22 3 0	67 0 0	70 11 6	7 8 0
[...]bhum	4		4	....	166 4 7	48 10 8	209 14 11		186 4 9		186 4 9	..	247 12 9	343 5 9	6 13 4
Total	4		4		581 2 6	48 10 8	624 13 2	1 000	819 1 2		819 1 2	22 3 0	314 12 9	414 1 3	14 5 4
[...] districts.															
[...]gong Hill [...]					...		...	. ..	31 0 0	..	31 0 0	. ..	14 0 0	...	9 15 0
[...] Parganas	...			542 1 2	...				466 13 0		466 13 0	3 8 0	136 4 6		38 10 0
Total ..				542 1 2	..	...	..	..	497 13 0	... ..	497 13 0	3 8 0	150 13 6	......	73 9 0
TOTAL ..	4		4	542 1 2	581 2 6	48 10 8	624 13 2	1,000	1,316 14 2	..	1,316 14 2	25 10 0	465 10 3	414 1 3	87 14 4

CALCUTTA
3rd January 1901

ROAD FUND.

Road Committees for the quarter ending 30th September 1900.

[illegible]IPTS.

Total.	Grants from Government.	Advance.	Deposit.	Loan from Government	Total receipts.	Balance of imprest in hands of Engineers and others decreased	Balance of uncashed cheques, increased.	Total receipts, including balance.	Outlay	Balance in Treasury on 30th September 1900.
14	15	16	17	18	19	20	21	22	23	24
Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
...	620 4 0 1,774 12 7	1,804 3 8 80 3 6	... 309 0 0	...	3 763 0 9 3,330 13 1	...	347 11 0	11,968 3 9 6,855 5 8	7 209 12 3 6,125 5 4	4,759 [illegible] 760 [illegible]
...	2,395 0 7	1,884 7 2	309 0 0	..	7,093 13 10		347 11 0	18,823 8 5	13,335 1 7	5,518 6 10
... 194 1 0	9,500 0 0 11,593 0 0	.. 82 12 9	 146 0 0	... ..	9,740 4 9 12 015 13 9		 2,271 13 9	12,736 4 3 98 488 13 0	5 965 4 10 19 616 12 6	6 770 15 [illegible] 78 873 0 [illegible]
194 1 0	21,093 0 0	82 12 9	146 0 0		21,756 2 6		2,271 13 9	1,11,225 1 3	25 581 1 4	85 643 15 11
194 1 0	23,488 0 7	1,967 3 11	354 0 0	.	28,840 0 4		2,619 8 9	1,30,078 9 8	38,916 2 11	91,162 6 [illegible]

[illegible]DITURE.

Total	Temporary loan	Public Works: Original works	Repairs	Establishment	Petty establishment	Tools and plant	Total.	Contribution from Local to Provincial	Advance	Deposit	Total expenditure	Balance of imprest in hands of Engineers and others, increased	Balance of uncashed cheques, decreased.	Total outlay.
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.
[illegible]78 3 6 [illegible] 2 1	827 12 5	712 7 5 1 639 9 3	1,809 8 9 830 11 3	364 13 3 1,168 5 4	 132 0 0	6 8 0 6 8 0	2,793 3 5 3,777 1 10	. ..	1,373 13 3 1,350 0 0		7 209 12 3 6,125 5 4	.. ..		7,209 12 [illegible] 6,125 5 [illegible]
[illegible]28 6 7	827 12 5	2,352 0 8	2,640 1 0	1,483 2 7	132 0 0	13 0 0	6,570 4 3	..	2,723 13 3		13,335 1 7		..	13,335 [illegible]
[illegible]39 13 0 [illegible]38 10 6	... ...	. 899 0 3	4,098 2 6 7,392 13 2	1,693 1 4 4,682 13 2	.. 108 14 6	37 9 0 454 1 11	5,829 12 10 13,537 11 0	 275 9 7	50 0 0 3 420 3 3	 1,200 0 0	5,965 4 10 19,616 12 6		.. ..	5,965 4 [illegible] 19 616 12 [illegible]
[illegible]78 9 0	... ...	899 0 3	11 491 15 8	6,375 14 6	108 14 6	491 10 11	19,367 7 10	275 9 7	3,470 3 3	1,200 0 0	2[illegible],581 1 4			25,581 [illegible]
[illegible]01 15 7	827 12 5	3,251 0 11	14,132 0 8	7 809 1 1	240 14 6	504 10 11	25,937 12 1	275 9 7	6 194 0 6	1 200 0 0	38,916 2 11	..		38,916 [illegible]

J. C. E. BRANSON,

Accountant-General, Bengal.

Report of the Committee appointed to inquire into the prospects of the cultivation of Sugar by indigo planters in Bihar.

The Report of the Committee appointed to enquire into the prospects of the cultivation of sugar in Bihar is hereby published for general information. The Lieutenant-Governor defers his remarks on the Report, but offers at once to the gentlemen of the Committee his warm thanks for the quickness with which they have carried out the duty they undertook.

REVENUE DEPT.,
The 26th February 1901.

F. A. SLACKE,
Secretary to to the Govt. of Bengal.

To—The Secretary to the Government of Bengal, Revenue Department.

SIR,

WE have the honour to submit, for the consideration of His Honour the Lieutenant-Governor, the results of our inquiries into the question of the cultivation of sugar by the indigo planters of Bihar referred to us in the Resolution of the Government of Bengal, No 2005 T -R , dated the 8th October 1900

2 We have visited the districts in Bihar in which indigo and sugar are now most extensively grown, and have had the advantage of personal conference with many planters and other gentlemen interested in and acquainted with the cultivation and manufacture of indigo and sugar After carefully considering and collating all the facts and opinions thus obtained, and studying the facts connected with the sugar industry in other parts of the world, we see no reason to doubt that the cultivation of sugarcane and the manufacture of sugar therefrom may profitably be combined with the cultivation and manufacture of indigo in Bihar provided they are undertaken on business lines with strict regard to efficiency and economy These two factors, we desire to say, involve the conduct of the business on a large scale, the employment of the best machinery and of skilled supervision, and this necessarily means the expenditure of large capital The cultivation of the cane on the methods now employed, and the manufacture of raw sugar therefrom by the native methods, do not present any prospect of financial success to a European in competition with the native cultivator and manufacturer, and it would be unwise of planters to adopt such methods

Production in Bihar

3 In the four great indigo growing districts of Bihar north of the Ganges there are altogether, according to the official statistics, about 316,000 acres under indigo and 142,000 acres under sugarcane

	Indigo Acres	Sugar Acres
Champaran	86,000	13,000
Saran	50,000	47,000
Muzaffarpur	90,000	8,800
Darbangha	90,000	73,200
	316,000	142,000

We are assured by the planters that there would be no difficulty in appropriating a fourth or a fifth of their *zirát* lands to the cultivation of the cane, and therefore it may be assumed that 60,000 acres could be added to the area now under cane It may be taken that a ton of sugar is the ordinary yield to the acre at present and therefore the cultivation of this additional area would add about 60,000 tons of sugar to the quantity now produced in these districts, being an increase of about 42 per cent.

4. It has been suggested that such an increase would have the effect of over-supplying the market and of depressing prices to an unprofitable level. We do not share this anticipation which seems to us to be based upon a restricted view of the local market in Bihar. It is perfectly true that if indigo planters produced sugar largely and depended for their profits upon the sale of raw sugar in the bazars in the vicinity, competing in them with the native producer, prices would be so run down that the venture would soon be found too unprofitable to be repeated. The adoption of such a course, however, would be most inexpedient, and in our opinion the planter's sugar must not be placed on the market in the form of gúr, it must be refined in greater or less degree before it is sent out for sale, and the principal markets should be sought beyond the limits of Bihar.

Trade and Consumption

5. At present the export of sugar from Bihar is very limited, the average of the five years ending 1899-1900 being—

	Refined	Unrefined
Imports, tons	2,507	8,077
Exports, tons	394	26,871

Apparently most of the production in Bihar is locally consumed, and there is not much margin for an addition to the quantity of unrefined sugar required by the local population, who also are generally poor. It seems clear, therefore, that the consumers of sugar manufactured by the indigo planters must be found, in the main, beyond the limits of Bihar The market for sugar, refined more or less, is very large in India, for, apart from the production of the country, there has been an annual average importation of refined sugar from other countries in the four years ending 1899-1900 amounting to 170,235 tons, and in the first nine months of the present year the imports amount to 177,363 tons The importation may be taken to amount on the average to about three times the quantity which the Bihar planters may be expected to produce for some years to come, and we see no reason to apprehend that if sugar is produced economically and efficiently in Bihar it will be unable to compete successfully with that portion of the imports at any rate which is consumed in Calcutta and other ports in the Bay of Bengal as well as in Northern India Nor are the conditions unfavourable for the capture of remoter markets in and out of India Besides the sugar which is imported there is also an importation into Calcutta from Mauritius of some 18,000 tons of molasses, most of which is, we are informed, used to mix with native tobacco This article is entered on importation at a declared value of 2 rupees the hundredweight, but it is sold in the market at a price of 3 rupees the maund There is consequently an extensive outlet not only for the sugar produced in Bihar, but also for the molasses

6 Besides the imports we may take into account the proportion of the Indian production which is roughly refined for Indian consumption According to the agricultural statistics there are approximately 2,800,000 acres under cane in India, but the statistics are imperfect by the omission of many Native States and of some large regions in British territory, and it will be well within the mark to say that there are three million acres under sugarcane in India, producing more than a ton to the acre on the average If only one-tenth of this quantity is refined there are 300,000 tons of refined sugar required in the country in addition to the quantity imported, and most of the refining is done by rough,

inefficient, and expensive processes the outcome of which cannot compete with sugar refined by modern and scientific methods and appliances. While it is evident therefore that for such sugar, whether imported or made in India, there is already a large market, the market is also an expanding one, for the population increases every year and there is certainly a constantly increasing tendency to prefer refined to unrefined sugar A similar tendency has been manifested in other Asiatic countries whenever the people have had the opportunity given to them of purchasing refined sugar at a moderate price For instance, in a Consular report recently issued on the trade of Nagasaki in 1899 we read, regarding the consumption of sugar "It is in the higher grades that the increase in consumption may be most confidently expected Formerly the Japanese preferred and indeed used solely unrefined sugar, but their taste has gradually changed and the use of that of higher grade is now universal throughout the Empire * * * Two large refineries have been established at Osaka and Tokio capable of turning out in the aggregate about eighty tons of refined sugar per diem, and both have financially been so eminently successful as to warmly encourage the continued development of this industry in Japan under prospects that every year are more and more brightening. At present the establishment of a third refinery on a large scale is being promoted at Wakamatsu" The change which has gradually taken place in Japan is also now taking place in India, and there is no room to doubt that the largest quantity of sugar that can be made by the planters in Bihar will find an expanding and profitable market beyond the limits of Bihar

Conditions in Bihar and cost of production

7 The existing conditions in Bihar seem to us to be encouraging even at present, and with improved methods most promising The planters possess enough land, of suitable quality, to grow sufficient cane to produce 60,000 tons of sugar, and need not concern themselves to seek for land for the purpose or to depend upon native cultivators to supply them with the cane Labour is extremely cheap, much cheaper than in any other part of India or the world, irrigation is not practised and is not necessary, almost all the factories are located within a short distance—on the average from five to seven miles—from the railway, every factory is provided with steam power and with water and also has carts and bullocks at its command sufficient to ensure cheap transit, the season for sowing the cane comes on before the time for sowing indigo, and the cane is not ready for the beginning of cutting operations until after the planter has made and sent away his indigo As far as we can see, from the information furnished to us, the cost of cultivation at present is from 30 to 40 rupees the acre, including rent at 6 rupees an acre The highest cost given to us does not exceed 50 rupees to the acre The cost of manufacture of a ton of sugar (one ton sugar to the acre) is 16 rupees, and the cost of packing, freight, and other charges may be placed at 30 rupees The total cost is therefore 96—or say 100—rupees for a ton of sugar which sells in the market at present at from R150 to R180 a ton, according to the degree of refining. These figures of cost, it should be noted, are the highest possible figures.

8 It has been objected that the planter who grows sugar will be the victim of theft from the canefields to an extent which will cause most or all of his profit to disappear, sugar offering a temptation to the dishonestly inclined person which is absent in the case of indigo We have, however, satisfied ourselves, by inquiry from planters, that most of them are not inclined to regard the risk as serious and that they are confident of possessing the means of preventing

all but such petty theft as may be disregarded. Some planters expressed the opinion that it would be desirable that Government should legislate specially against such theft, but it seems to us that it is unnecessary to take this suggestion into consideration

9. It has also been represented to us that the provisions of the Bengal Tenancy Act are so framed as to deter a planter from letting out his land to a cultivator for the cultivation of even one crop thereon, for such lease gives to the cultivator the power of claiming occupancy rights, and it has been suggested that provision should be made to enable a planter to let his land for a crop to a cultivator without incurring that risk, or—if this is considered inadmissible—to make a temporary exchange of lands to the advantage of both parties We understand that no case in which occupancy rights have been claimed in such circumstances has as yet occurred, and we are not aware whether the apprehension expressed is sufficiently well founded to warrant serious consideration of the question by the Government; but as the matter was brought to our notice we mention it here

10 We have said that the cultivation of the cane by the Bihar planter, even as at present conducted, offers a good prospect of profit, but it is necessary to observe that the methods of cultivation are susceptible of immense improvement and call for immediate reform Indeed, nothing whatever has been done in Bihar to improve the cultivation either by rational treatment of the soil, by a rational manner of planting the canes, or by the introduction of improved varieties Many planters now cultivate sugarcane on a small scale, feeding the cane to their cattle and occasionally making *gúr* from surplus cane for disposal in the nearest bazar, but the cultivation has been conducted entirely according to native methods, without an attempt to prepare the soil on scientific principles or to grow improved varieties, and most of the cane therefore grown in Bihar has a thin and stunted appearance Although the conclusions we have formed have been derived from the facts we have observed and ascertained in regard to the ordinary methods of cultivation with these unimproved descriptions of cane, we are confident that the profit to the planter must be materially enhanced by the careful cultivation of superior varieties.

Methods of manufacture to be adopted

11 When the cane has been grown and cut, what is to be done with it?

At present, when a planter or a native cultivator crushes cane the crushing is effected in the well-known Beheea mill, set in motion by a bullock, which has so largely superseded the indigenous and still more primitive *kolhu* The Beheea mill is a useful implement adapted to the needs of the very small cultivator, but its employment is quite out of the question when an extensive area has been grown by the planter Worked by a bullock, and the canes fed into it singly by hand, the daily output is extremely small and the mill leaves much more juice in the cane than is left by a powerful mill worked by steam The method of boiling the juice thus obtained, in an open pan over a fire lighted in a hole in the ground, is also primitive and inefficient in the highest degree. If a planter growing a hundred acres or more of cane were to use these implements he must certainly lose money, for his sugar would not compete with the sugar of the small cultivator made by similar methods, and it would be driven out of any market which could be entered by sugar made by better methods.

12. The answer to the question put in the preceding paragraph is suggested by the experience of most other countries in which sugar is grown and manufactured In these it has been found that the best prospects of financial success are presented by the complete dissociation of cultivation and manufacture The grower ceases to be concerned with the cane after it has been cut, and it is then removed to a central mill where it is crushed and made into sugar. In Queensland and New South Wales such mills are set up by a syndicate of farmers, or they are established by a large and powerful company which establishes also a central refinery or refineries to which the "grey sugar" produced in the mills is taken for conversion into the white sugar which alone is put on the market in those Colonies.

13 The arrangement in such a case may be briefly described as follows The company arranges with a number of cultivators for the cultivation of a certain area with sugarcane and the purchase of the cane by the company. These cultivators grow the varieties of cane which are required by the company in the areas indicated by it, the varieties being selected by the company with reference to the conditions of soil and climate, the juice-giving properties of the cane, and especially the time at which each variety comes to maturity, some being much earlier than others. By this means the company is able to secure that the mill is fed in regular succession from day to day with an adequate quantity of cane cut at precisely the right moment, and the season is prolonged over half the year or more When the time arrives for cane-cutting trucks, specially constructed for the carriage of the canes, are run on the railway line to the point nearest the field to be cut, and from that point they are taken to the field on a portable railway line, by men, horses, or oxen The trucks are filled and brought back to the railway line, and the cane conveyed to the crushing mill For the use of this portable line the cultivators are charged a moderate rate of hire by the company. The field being cleared the portable line is taken up and relaid at the next field to be cut, and the process is repeated until all the cane has been cut in the area which supplies the mill with its raw material. The size of the mills is regulated by the cane-growing area of the district whence the raw material is brought to be crushed and the maximum distance over which the cane must be transported. Sometimes cane is two days on the railway before it reaches the mill, but this is the longest period that can be permitted to pass between cutting and crushing. . .

In these mills, which are furnished with the best machinery and apparatus, the canes are effectively treated to obtain from them all the juice obtainable, and the juice is made into dry grey sugar all of which is sent to a central refinery for conversion into white sugar. The relations of the manufacturing company with the cultivators extend further than the contractual engagement to grow and buy sugar, for the company finances the grower with working advances

14 An arrangement of this kind is distinctly the best that could be made in Bihar, so far as it may be feasible. There are, however, two considerations which may operate against its adoption. The first of these is the doubt whether in the climate of Bihar, especially in the warmer periods at the beginning and ending of the cutting season, the cane would not begin to deteriorate if it is kept for more than a day after cutting This point can only be determined by actual experience. The second consideration is that the establishment of mills such as those to which reference has been made, in the numbers which would

be required to treat the 600,000 tons of cane that the Bihar planters will be in a position to produce, involves the raising of very large capital for initial cost and working expenses Of course any operations of this kind must be gradual and tentative, and a company might be formed in association with the syndicated planters of a selected district for the establishment of one or two such mills capable of producing one thousand tons of sugar in the season. For such mills convenient sites would be found at Sakri, Muzaffarpur, Bettiah, and Chupra.

15. There must, however, necessarily be some delay in the formation of a company or companies possessing such large capital and working resources as are implied in the establishment of works of this class, and it is expedient to consider whether it would be feasible to begin the business with an alternative system not requiring so much organisation and capital though it would permit planters to place on the market at profitable rates a class of sugar for which there is an extensive and constant demand.

16 It seems likely, judging from the results of experiments which have just been undertaken at Begumserai by Mr Hancock on behalf of Messrs Gillanders Arbuthnot & Co, that such an alternative method exists in the establishment, at each indigo factory where sugar is grown on an area of about 200 acres, of a cane-crushing machine, furnished with the necessary evaporating pans and centrifugal We have ascertained that such a machine can be set up for R5,325, including the price which is R5,075 The working cost of the machine—including fuel, stores, labour, and all charges with depreciation on capital cost at 6 per cent—is not more than R16 daily. The machine turns out two tons of dry (muscovado) sugar in a working day of 12 hours, with 35 gallons (equal to 510 lbs) of molasses. This machine, as observed above, is capable of treating the cane from 200 acres, but larger machines capable of dealing with more extensive areas can be obtained at a comparatively small increase of cost.

17. Here it will be remarked that we suggest the association of cultivation and manufacture, although in a preceding paragraph the opinion was expressed that the two operations should be dissociated. Certainly the most efficient way of carrying on the industry lies in the conduct of the two processes by separate agencies, for ordinarily the grower has neither the skill, nor the capital, nor the area of land under cane, which are required for the economical conduct of a crushing mill. The Bihar planter, however, stands on a relatively high plane as a grower of agricultural products He generally possesses a wide area of land, he has under him an army of work people and labourers and is accustomed to organisation and discipline; he is—or was before the recent heavy fall in the price of indigo—in a position to command the advance of considerable sums for working capital, he possesses steam-engines and these are set free from the requirements of indigo manufacture in good time to be utilised to drive the cane-crushing machinery which can be connected with the engines, he has at hand the workshop appliances requisite for repairs in case of accident; at Muzaffarpur he can command skilled engineering aid if it is wanted for more serious cases; he possesses an abundant water-supply, he has extensive storage accommodation for sugar in the indigo houses which are emptied of the indigo before sugar manufacture begins; and, finally, he can sell the grey sugar in a market in which there is still a more extensive demand for that article than for white sugar.

Consequently, in view of all the conditions, it seems to us that pending the completion of the more perfect organisation which is needful if the utmost economy and efficiency are to be secured, planters may with confidence set up such machines as the one tested at Begumserai and expect that their outturn will be sold at a profit which will satisfy them

Organization of market agencies.

18. Here, however, the consideration of the market again presents itself. When the cultivation and manufacture are dissociated the grower's market is ready to hand in the manufacturing company: when they are combined, as in the case just discussed, the grower must and his market, and here complete and careful organisation is necessary. It may be said that the market will be found in Calcutta by those mercantile agencies in whose hands the planters' indigo is concentrated before distribution. But the cases are not analogous The indigo is sent to Calcutta as the port of shipment to other countries, whereas most of the sugar produced in Bihar will be consumed in India Now if the arrangements for the finding of a market are concentrated in Calcutta the sugar grower will not be able to take advantage of the internal markets in Northern India, for his sugar cannot successfully compete, after payment of the cost of transit to Calcutta and back again, either with imported sugar on which only the cost of transit one way is paid, or with locally made sugar The market for grey sugar in Calcutta moreover is not so important as it is in places more remote from the sea and less easily supplied with white sugar. The conclusion to which these considerations point is that it is necessary for the growers to organise a buying and distributing agency in the area of production Such an agency or agencies might conveniently be located at Somastipur or Mokameh It would be desirable that the agencies should be in a position to work with the planters for sugar in the manner in which the Calcutta firms work with them for indigo and indeed the agencies might be conducted by those firms Possibly in course of time they would find it advantageous to develope into manufacturing companies like those to which we have referred

We wish to say here that we lay particular stress upon this question of the organisation of a complete and efficient market agency for the purchase, sale, and distribution of the sugar made by the planters, for without such agency the extensive growth of cane by the planters must end in disappointment and pecuniary loss

Failure of former attempts at Sugar-growing in Bihar

19. It will naturally be asked what is the reason that former attempts at sugar manufacture in Bihar have failed if the prospects at present are so encouraging The answer is on the surface . conditions were radically different in the days—the last decade of the first half of the century—when a sudden mania for the growth and manufacture of sugar took possession of the Bihar planters. Much of the machinery ordered out in haste was found unsuitable; the persons who were to work it did not know their business; there were no means of repairing broken machines , some parts of the machinery were lost in the long and laborious transit up the river which then formed practically the only means of communication , the sugar made was of a class for which at that time there was no demand in the country and all of it was sent down in boats to Calcutta, suffering heavily from wastage by theft and leakage in ill-found boats, while there was not infrequently complete loss of boat and cargo

When the sugar, or what was left of it, finally reached its destination, after a very long journey during which interest and other charges were accumulating, it could not find a profitable market in competition with sugar produced much nearer the market and more cheaply. Further, just as the industry was started there occurred the failure of the Union Bank which shook the Indian mercantile world, and the planter found that it was hopeless to obtain funds to any extent even for the prosecution of a well established industry much less for one that was new, one which short experience had already shown to have been started on a wrong basis, and one which could not in existing conditions hope to succeed. All the conditions are now radically different it is easy to import machinery into any part of Bihar rapidly and safely, and the means exist of keeping it in order and of securing the services of persons capable of working it to the most advantage, while all the factories are located conveniently to railways which can move their sugar cheaply, quickly, and safely to Calcutta or any internal market, and there is a large and growing demand in India for sugars such as the planters will make The old conditions therefore present a contrast, not a precedent

20 It will doubtless also be asked how it is that even in the present day the refinery established at Sakri, in the Darbhanga district, has not been a success The answer is obvious to those who know the circumstances If this refinery had been started with a block value of only £20,000 or £25,000, instead of the £50,000 which it actually cost in consequence of the original proprietors not having conducted their operations on business principles, if the waste of capital on plant and machinery had not left the proprietors without funds to pay for working charges, and if the establishment had been worked all along under competent management, it would have been working at a profit now It could now be set to work again at a good profit if the capital account were reduced to its proper value, and it was managed on the lines of a business concern

State aid to planters

21 In the course of our conversations with the many gentlemen who have spoken to us on the subject of this report, it has frequently been suggested that the Government might give the planters financial assistance towards the cultivation and manufacture of sugar. It seems clear, however, from the terms of the Resolution of the Government of Bengal in which this inquiry was ordered that the Government do not propose to offer financial aid to individual planters, but desire to limit their intervention to ascertaining through an independent Committee whether the cultivation and manufacture of sugar offer a sufficiently attractive prospect to induce capitalists to invest their money in the venture. We venture to think that the decision of the Government on this point is sound. If planters are in a position to offer security for advances of capital they will not fail to obtain in the market the funds they require at a reasonable rate; if they are not in a position to offer security the public money should not be lent. It has been suggested that Government might guarantee advances from banks to planters, but it is obvious that such a course would not be considered necessary by a bank if sufficient security were offered, while any bank would lend as much as was required on the Government guarantee without asking for any other security, and when the time for repayment arrived the bank would look to the Government and leave to them the odium and trouble of endeavouring to realise from the planter.

It is true that in Queensland the Colonial Government on the application

of a syndicate of sugar-growers advances the money required for the establishment of a sugar-mill, but the conditions are not such as to make this arrangement a precedent to be followed in India. There the Government are desirous of attracting settlers to unpeopled land by aiding them to pursue profitably the agricultural industry for which the land is best suited, and to introduce at the same time a new manufacturing industry. In India the cultivation of sugarcane is not new; it is very extensive, and if the Government aid the planters to grow the cane, they cannot refuse similarly to aid all native cultivators engaged in the same pursuit, especially as it must be anticipated that the efficient methods employed by the planters must displace sugar produced by the inefficient native methods. Moreover, the Government will not be able to discriminate between men who may be trusted to do well with the assistance given them and men on whom assistance is thrown away. Further, if the Government were to aid the cultivation and manufacture of sugar, there would be no justification for refusing financial help to persons engaged in other agricultural industries where the product of field labour needs to be manufactured before it can be brought into use—for instance, cotton, jute, oilseeds, tea. No assistance in such cases would be useful unless it was given on an extensive scale, and the funds at the disposal of Government are entirely inadequate for such purposes. Finally, if the Government were to make advances on easy terms to planters and others, an artificial stimulus would be given to the production of a particular article which must of necessity end in a fall of prices financial waste, and the loss of the money advanced by Goveenment. From information communicated to us we are led to believe that—as was natural to anticipate—the mills in Queensland established on the basis of Government money have not been such a financial success as to commend the system for imitation in India, while the mills set up by private capital and directed by skilled enterprise are returning good profits.

22. There are, however, two ways in which Government assistance could be given to planters in an unobjectionable and useful way. One of these methods lies in the direction of systematic and co-ordinated experiments in cultivation. There are at present two experimental stations in Bihar—one under the control of the Bihar Planters' Association located near Muzaffarpur and managed by Mr. Rawson, the other at Dulsingserai under the control of a syndicate of Calcutta merchants and managed by Mr. Hancock. At each of these stations experiments are being made, quite independently of the other, in the cultivation of indigo and other crops, and the results achieved in each are carefully guarded from the knowledge of all but the contributories. Such experiments, however, should be made generally available to the whole planting community, and they should be worked as part of one system if the full benefit of such work is to be obtained. Experiments of this kind are of the greatest use, and indeed it is stated that already material improvements have been introduced into the cultivation and manufacture of indigo, increasing the quantity and improving the quality without a corresponding increase in cost. Agricultural experiments must proceed continuously over a long series of years before definite and really valuable results can be secured, and it is possible that private individuals, associations, or syndicates may be disinclined after a time to defray the cost of continuing them when much of the accumulated experience is withheld. It would be an advantage then if

such experiments were conducted by Government and the results obtained made accessible at frequent intervals by means of leaflets or bulletins to the persons interested. The experts conducting the experiments should also be allowed to visit indigo factories for the purpose of giving personal advice on the spot with regard to experiments locally undertaken Such a form of aid by the State is eminently suitable and proper in an agricultural country where the planters, themselves agriculturists on a large scale, will profit by the instruction received, and form a centre whence improvements will spread amongst the smaller agriculturists by whom they are surrounded, so far as the improvements are within the means of the people.

Such a station would be excellently located at Poosa, which, we understand, is now again in the possession of Government This place is well adapted in every respect for the establishment of an important and well equipped agricultural station for Bihar and capable of extending the sphere of its influence westward into the adjacent districts of the North Western Provinces and east and south in Bengal. If the station is established the staff should be fully adequate to secure continuity in the experiments undertaken, both in the field and in the laboratory.

23. It is worth mentioning here that the Hawaiian Sugar Planters' Association possess such experimental stations and laboratories, and that the Director and Chief Chemist in charge of those stations, Professor Walter Maxwell, was employed by the Queensland Government to report on the sugar industry in that Colony. In his "Report upon an investigation into the condition of the sugar industry in Queensland," dated the 30th January 1900, he recommended the establishment of three experimental stations, and his description of the staff required and its function and duties may well be reproduced here—

A director shall be appointed who shall establish the said stations, appoint and locate an assistant director upon each station, and engage chemists for all laboratory requirements.

The functions of the director, after the establishment of the said stations, shall be as follows —

(1) To personally visit all districts and sub-districts where cane is grown and to inspect the farms and plantations of the growers, advising in all matters of the field, such as selection of lands suitable, and leaving out of lands unsuitable, for cane, the individual acts of cultivation, the resting and rotating of the soils with other crops, the introduction of other economic crops and sources of profit, and the instituting of new means for the restoring and maintaining of the producing power of the lands.

(2) To examine the soils in the field, and take samples for analysis in laboratories, and to advise manures according to the ascertained requirements of each soil and location.

(3) To inspect the mills during the crushing season, advising and aiding the manager in the several acts of the manufacture.

(4) To institute experiments at each of the three stations along the several lines of cultivation, planting, manuring, irrigating, and study of cane varieties, and likewise to study prevailing diseases and pests

(5) To advise and aid the cane-growers and manufacturers on questions of sale and purchase of cane, and to be at the service of the Association in its affairs which are connected with the State

(6) To train and prepare the assistant directors, in order that they shall ultimately become fitted for the responsible direction of the respective stations The term of requirement of the services of the director in chief should not exceed five years.

To embody and execute the functions as set forth, it is seen that the director must, of necessity, be a thorough agriculturist, a highly trained scientist, and conversant with all questions of the field and mill.* His practical experience and technical knowledge must be such as to secure the absolute confidence of the cane-growers and the mill officials, whilst his tact and business capacity must be to hand in all practical situations.

The selection of the director will be the most important act of the association. His fitness for the position must be absolutely certain; then he must be given full responsibility and discretion. And his responsibilities will be varied and heavy, for he must not only talk with and advise the farmers in the fields and the managers in the mills, but he must appoint the work of the chemists in the analysis of soils, and control inspections of manures and know that they are accurately carried out, and he must advise the composition of the manures to be used, and know where the manures can be most economically obtained. In brief, the absolute direction of the experimental work that we are advising will be in his hands, and its success will rest wholly with him. He, therefore, must be a man of the fullest and most unquestioned fitness for the position Unless such a man is found and entrusted with the work, we cannot accept the responsibility for the adoption of the remainder of our recommendations

With the institution of such a system of scientific and practical experimentation as we have set forth, the direct advising and instructing of the growers and manufacturers along new and tried lines would begin Upon these would follow the accurately ascertained results of the experiments at the stations, which results would serve as guides and as actual examples, showing what could be done on a larger scale By these means would be set in movement the influence of new ideas and the knowledge of new methods and their results until gradually but surely a new system and order of things will have taken root in the whole field of sugar production throughout the colony

Now appears to be the time to put this new work into operation We have seen the lands and conditions of the sugar-growing areas, and are fully persuaded of their native capability to produce, but we have also noticed the exhausted state of the soils and their demand for restoration and help.

The last paragraph quoted above applies as appropriately to Bihar as to Queensland And we may observe here that the suggestion we make is similar to the recommendation made in analogous conditions by the West India Royal Commission in their report written in August 1897.

24. The other method in which Government might assist planters is in the provision of railway communication by sidings or portable lines between factories and the main line of the railway system. This recommendation is also in accordance with one made by the West India Royal Commission.

Cultivation of Oilseeds.

25 In the course of our work we inquired whether there were other products which might advantageously be grown by indigo-planters. We found that several of them were already cultivating various products (such as turmeric, ginger, chillies), chief among them being oilseeds, especially *sarson* (rapeseed) These seeds are easily cultivated, and we were enabled to note at Dulsu gserai how greatly the yield has increased with the judicious application of suitable manure. If the planters could grow them and express the oil the cultivation has everything in its favour, for the oilcake would be most useful in manuring the sugarcane lands and for cattle-feed. But here also careful organisation of a market is all-important. The oil must be made efficiently and economically, a certain standard must be worked up to and maintained so that the oil may be known by its name and mark, and the market must be found as in the case of indigo and sugar. Some planters now make oil in a rough way and sell it readily, but they should not assume that they can continue to do so if the cultivation should largely increase

Prospects of Indigo.

26. Our attention was also directed to the condition and prospects of indigo, for if it seemed probable that indigo would be restored to the position which it held until recently, it would be idle to anticipate any extensive resort to sugar cultivation by indigo-planters and therefore equally idle to expect that capital would be forthcoming for investment in cane-crushing and sugar-manufacturing machinery. We found that the two Associations mentioned in paragraph 22 of this report had done and are doing useful work in increasing the quantity of indigo plant yielded to the acre and the quantity of dye yielded by the leaf in the vat. Such an increase enables the planter to sell his indigo with a profit at a price which would have been unprofitable under antecedent conditions. Nevertheless, it must be recognised that, in face of the increasing competition of synthetic indigo, an increase in the quantity of indigo produced in Bihar must of necessity tend to lower prices below the present low level. On the other hand, it is possible, and indeed probable, that as synthetic indigo becomes better known to consumers and the means of producing it expand, it will be produced on an increasing scale and at a diminishing level of price. Again, the present level of price for natural indigo may continue to be profitable while the planter has a full crop, but recent experience precludes us from anticipating an increase in price when crops are bad, and indigo is notoriously a precarious crop. Therefore, without taking too pessimistic a view of the future of indigo, it is reasonable to anticipate that the competition of synthetic indigo will prevent any future increase in the price of vegetable indigo, that it will soonest and most injuriously affect the finest and most expensive indigo which is that of Bihar, and cause a further reduction in price which would hardly clear the planter in a good season, while a bad season would be ruinous to him In the end, though we trust the end is a long way off, the competition of synthetic indigo may bring about the supersession of vegetable indigo as the competition of alizarine dyes ended in the supersession of madder. However this may be, it is obviously expedient that indigo-planters should possess in sugar and other products resources which, if they are carefully and intelligently utilised, will enable them to contemplate the future of indigo with equanimity.

Summary.

27. Our conclusions may conveniently be summarised as follows:—

(1) Even as now conducted the cultivation of sugar by planters is profitable, and it will be still more profitable if conducted in accordance with the principles of modern scientific agriculture, and it is very necessary that the cane should be so cultivated,

(2) the methods of manufacture in use by native cultivators and refiners cannot be applied to the cane produced on a large scale by European planters,

(3) it will be best and most economical to adopt the system of central mills and refineries,

(4) but, if capital cannot be raised at present for the introduction of that system, planters should crush the cane grown by themselves in mills worked by steam and furnish with apparatus for the manufacture of grey sugar;

(5) the organisation of the market for the sugar produced is a consideration of primary importance, and arrangements for the supply of a wide range of markets should be made as soon as the movement for the cultivation of sugarcane extends,

(6) there is room for great improvement in the varieties of cane grown in Bihar, and the planters stand in need of careful and systematic instruction in the cultivation of the cane,

(7) such instruction can best be imparted from an agricultural station maintained by the State under the charge of a competent director and chemist and adequately equipped and manned;

(8) such an institution would primarily give instruction in the important crops of indigo and sugar, but experiments should be made also in all other crops cultivated or capable of being cultivated in Bihar by European or native agriculturists, for the instruction given would be as useful to the native cultivator as to the European planter,

(9) the future of indigo is precarious, and it is desirable that no time should be lost in growing other saleable crops which will partially take its place, amongst these being sugar and oilseeds

28 Appended to this report are some papers which are interesting and useful as presenting the conditions under which the cultivation and manufacture of sugar are carried on in some countries where the industry has attained important dimensions The papers also include some by representative Bihar planters containing their opinions on the prospects there We should observe that the paper by Mr. Moreland, Director of Land Records and Agriculture in the North-Western Provinces and Oudh, is inapplicable to the conditions existing in Bihar, but it is useful because it sets forth impressively and emphatically the need of skill and care in the conduct of the industry.

We have the honour to be,

Sir,

Your most obedient servants,

J E O'CONOR

D M HAMILTON.

E. A HANCOCK.

Calcutta, February 16, 1901.

APPENDICES

[Appendix No. 1]

Notes on Sugar growing in Bihar by Mr. Rowland Hudson, of Ottur, dated January 1900

Soil—Tirhoot has been called the garden of India. The soil of Tirhoot, Champaran, and Chapra, the three principal indigo growing districts in Bihar, is admittedly the most fertile in India, and perhaps in the world. Many years ago European settlers fixed on Bihar, especially Tirhoot, for their cane growing and sugar making operations. The soil is good, the district thickly populated, labour extremely cheap, and the local consumption of sugar heavy. The trade was eventually abandoned by Europeans in these districts, owing to the difficulty and expense of transport, and of obtaining efficient pressing machinery. It was about that time that indigo became a most paying industry, and large tracts of land which had until then been under sugarcane, were converted into indigo cultivation Since then, great changes have taken place. Several lines of railway run through Bihar, connecting it with the main line running between Calcutta and Bombay. Pressing machinery has been so improved that an increase of over 30 per cent of yield can now be obtained from the cane, and recently a countervailing duty of R1 per maund (about £1-10-0 per ton) has been imposed on all bounty-fed imported sugar.

Canes—The description of cane grown by the European planters for sugar has been allowed to practically die out in Bihar It contained a much larger percentage of sugar than the ordinary cane still in use, but was of so much larger diameter, and consequently so much more difficult to press, that the natives, who still carry on the industry of growing and pressing canes, were unable to work it in their primitive pressing mills worked by hand or bullock power. I believe this cane is still grown in some parts of India *Vide* Agricultural Ledger 1898, No. 8, from which I attach extract (marked B) I have written to Dr Leather for all information about this cane, and enclose copy (marked A), of his reply dated 13th January 1900. It is possible that the cane which grows from seed in Barbadoes and other West Indian islands, would be the most suitable description to import and try in this country I have just procured a sample of cane thicker than the ordinary cane, but which grows to a height of 15 feet. I am planting small plots of both canes to see which does best. The extra long variety was grown in Burdwan (Lower Bengal).

Yield—After most careful inquiries in several localities, and from experiments that I have made myself, I find that the ordinary cane grown on one acre of *unmanured* land weighs 15 tons This yields about 1½ tons of sukkur (unrefined sugar) and about ½ ton of molasses. The rates quoted by the manager of Sakri sugar factory, at which he is ready to purchase the above produce, are as follows —

	£	s.	d
Sukkur 1½ ton . . .	13	6	8
Molasses ½ ton	1	0	0
TOTAL .	14	6	8

The rent of land and cost of cultivation of one acre of cane, and conversion of the produce into sukkur and molasses, would amount to about £3,

The gross profit on one acre of cane would therefore be £11 6s. 8d., as per the following estimate —

	R	a	p			
Cultivation charges—						
Rent of land	5	0	0			
Tillage	3	0	0			
Seed cane	8	0	0			
Cutting and planting seed cane	1	0	0			
Supervision	4	0	0			
				21 0 0		
Manufacturing charges—						
Cutting canes	1	8	0			
Carting to factory	4	0	0			
Coal	6	0	0			
Skilled and unskilled labour	6	0	0			
Supervision	4	0	0			
Miscellaneous expenses	1	0	0			
				22 8 0		
Total cost of cultivation and manufacture of one acre of sugarcane				43 8 0=£3 0 0		
Value of 1½ ton of sukkur	£13	6	8			
Do of ½ ton of molasses	£ 1	0	0			
					£14 6 8	
Profit					£11 6 8	

Two crops of cane are obtained from one sowing, and the period which each crop takes in growing is about one year The second crop does not give as good a yield as the first. The figures quoted above refer to the expenses and yield of one year only After the second year's crop is cut, it is advisable to put the land under some other crops for at least two years I have found from experience, during my management of the Prossa indigo concern, where cane is largely grown by natives, that indigo does exceedingly well on land that has been under sugarcane. The roots of sugarcane only penetrate to a depth of from eight to twelve inches The tap roots of indigo go down several feet. As soon as sugarcane reaches a height of about three feet it kills weeds of all descriptions Thus the land is not exhausted by *weeds*, whereas in the case of almost every other crop it is well nigh impossible to keep them down by the most careful weeding.

Adaptability of indigo estates to the cultivation of cane and manufacture of sukkur and molasses—Indigo is sown in March and manufactured during July, August, and September Cane is planted or sown in February, and manufactured during January, February, March and part of April, in the following year. The buildings, boilers, engines, etc., of indigo factories could therefore be utilized for the manufacture of both crops The cost of cane pressing machinery, boilers suitable for boiling the sugarcane juice, and centrifugals for making sukkur, would be roughly about £2,000, for a cane cultivation of 1,000 acres. The lands at present under indigo are, in most cases, suitable for sugar It is therefore obvious that a system of changing the land from one crop to the other would work simply and economically, and with advantage to both The cane crop would all be cut by about the 10th April The land

could be manured with the refuse indigo plant (most excellent manure) and allowed to lie fallow till the following March, or, if considered advisable, let out to natives for an autumn crop at a rent which would more than cover the cost of manuring This crop would be harvested in September and October and the land prepared for the sowing of indigo in the following March. The above remarks refer to lands in possession of indigo factories. Natives who hold lands and possess occupancy rights on indigo estates contract to grow indigo at fixed rates I am assured on all sides by them that they would be equally willing to contract to grow cane for the same rates as we pay for indigo, which would be very little in excess of what it would cost to cultivate cane in lands in our own possession It is possible that the European and native staff at present employed for the cultivation and manufacture of indigo would, with a few additional hands, be capable of superintending the operations of both industries, and thus a considerable saving could be effected in the yearly outlay.

The great difficulty which the refiners appear to have to contend with is that the manufacture of the raw material must be completed between the months of December and April, and a sufficient quantity cannot be bought and stored at the refinery to keep it working during the whole year This difficulty could be overcome by storing the raw material at the indigo factories, where there is ample room, and forwarding it to the refinery as required The freight per maund of sukkur per mile by rail is one-fourth of a pie, which is equivalent to about one half penny per ton per mile. Carting expenses would come to about one penny per ton per mile.

	£ s d	£ s d
Price of 1¼ ton of sukkur . . .	13 6 8	
" of ¼ " of molasses .	1 0 0	
Cost of refining 1 ton of sukkur as per Mr J C Aguilar's figures appended (marked F)	0 19 0	
Cost of distilling 74 gallons of rum, produce of 1 ton of molasses .	2 13 4	
TOTAL .		17 19 0
Value of 1 ton of refined sugar obtained from 1¼ ton of sukkur	15 0 0	
Value of 74 gallons of rum . . .	5 0 0	
Total value of refined produce of one acre .		20 0 0
Refinery profit on produce of one acre .		2 1 0

From the foregoing figures it is obvious that the growing of cane, and manufacture of sukkur and molasses, is a more paying business than the refining and distilling of sukkur and molasses into pure sugar and rum Each industry, properly worked, would pay good dividends on the necessary capital, but the combination of both would pay better than either *separately* for the following reasons At present the market for the raw material is uncertain, and the supply of the same for the refinery is equally uncertain. The middleman who buys from the producer and sells to the refinery absorbs a profit of from 10 per cent to 20 per cent on his transactions. By combining the two industries, these three drawbacks would disappear. At present, owners of

refineries do not possess any land, and never attempt to grow cane. Some of them whom I have met were absolutely ignorant of the fact that there is more money to be made out of the growing of the cane and manufacture of the raw material than from the refining of the latter.

General aspect of the trade.—The growing of sugarcane in Bihar has for many years been in the hands of natives. They are behind the times. The quality of cane grown is not the best obtainable, the selection and cultivation of the land is very imperfectly done, and they lose at least 30 per cent of the yield for want of up-to-date pressing machinery. Refining is carried on by them with their old and primitive methods, and the quality of the sugar that they make is very inferior Europeans now confine their attention to the refining of the raw material which they buy from native middlemen. There are only four refineries in Bengal and the North-West Provinces, namely, at Cossipore, at Shajehanpore, at Cawnpore, and at Sakri (in Bihar). These refineries pay good dividends if worked up to their full power Their profits have been materially increased since the imposition of the countervailing duty on bounty-fed imported sugar, as the demand for Indian refined sugar has increased, while the prices of the raw material have remained stationary Prior to the introduction of the countervailing duty large quantities of sugar were imported into this country. This, in face of the fact that India is itself a sugar-producing country, is, I think, a very strong proof that the demand for Indian sugar, at present rates, will not decrease, even if the industry is revived in Bihar. I see in a recent number of the *Pioneer* that the importation of sugar has decreased by 75 per cent since the introduction of the duty Two facts appear to me to be perfectly clear—

(1) That the growing of sugarcane, and refining of the produce, will pay well at present prices

(2) That unless the increase in production exceeds the decrease in importation, present prices will remain unaltered beyond the ordinary fluctuations of the trade.

The area under sugarcane in Bengal in 1899 was 860,200 acres. The outturn of raw sugar from this area is estimated by Government officials at 16,000,000 cwts., or 1 ton per acre This estimate of yield is no doubt based on previous results. It must be borne in mind that all classes of lands are included in the above area, and that the ordinary primitive machines are used for pressing, and we may therefore reasonably assume that from carefully selected lands, well cultivated, the best variety of cane, and up-to-date pressing machinery, an increase of 50 per cent in yield could be obtained. The annexed extract (marked B) from a note by Dr J. J Leather, in the Agricultural Ledger 1898, No. 8, supports this assumption. The area under indigo in Bihar in 1899 was 254,235 acres. Only a certain proportion of this area would be suitable for sugarcane, and it is extremely unlikely that more than a fourth would be planted with that crop for many years to come, even if the majority of indigo planters take to growing it. Thus we would have an increase in area under cane of 63,558 acres At 1½ tons per acre, this would yield 95,337 tons of raw sugar, or a little less than an eighth of the present outturn of Bengal only This increase in production could not seriously affect present prices Dr. Leather estimates the imports at 75,000 tons of refined sugar, his estimate being evidently based on the average of several years *prior* to the imposition of the countervailing duty,

75,000 tons represent 100,000 of raw sugar, and if the statement in the *Pioneer*, already referred to, is correct, the imports for the current year would only represent 25,000 tons of raw sugar, and it is quite possible that in the near future the importation of bounty-fed sugar will cease altogether.

I annex extract from—

1. Dr. Leather's letter on sugarcane (marked A).
2. Dr Leather's note (marked B)
3. Table showing cost of production of sugar and its value in Queensland, Barbadoes, and Bihar (marked C).
4. Sakri refinery price list (marked D)
5. Rosa Company's refinery price list (marked E).

P S—The question of manuring and its results is too complicated to deal with without very carefully examining all available information as to soils, etc., but should manuring eventually become a necessity, the cheapest way to procure the by-products of vegetable soils, said to be the best manure for sugarcane, would be to establish oil mills at the growing centres

A

From Dr Leather to Mr Hudson, dated the 13th January, 1900.

In reply to yours of December 28th last the cane grown around Poona is called *Pundia*, and is probably as good a cane as we have in India. But I fancy the *Samsara* of Burdwan district, is as good. The cost of carriage of the seed cane would be much less from the latter place. It must be sent to you whole, or at most cut in half lengths. None of the Indian canes can be propagated by seed. It has all to be planted from cuttings of the cane itself You will get the seed cane through the Director of Land Records and Agriculture, or the Poona cane from the same office, Poona. The average yield of *gur* obtained at Poona is assumed to be about 8,000 lbs. per acre We have got a good deal more than this in the Government farm, but 8,000 lbs. is reckoned to be the cultivators' average

N B.—I don't think it is the least use trying to grow cane as they do in your part, you should get a cultivator from Poona or Burdwan to show you how they do it

B

Extract from note by Dr. J. W. Leather, Agricultural Chemist to the Government of India, in Agricultural Ledger, 1898, No. 8.

"As to the general importance of experiments on the sugarcane crop, it is almost unnecessary for me to say anything. It is clear, in the first place, that so long as India has to import sugar (the net amount is about 75,000 tons annually.) there is room for an increased production. It is also clear that, whilst an article of diet which is common to the people generally, is imported, the cost of production is higher than it should be. But this is not all, for the greater part of the sugar produced goes to the cities and thus becomes in a masure a luxury. Then, too, there is the difference between the outturn per

acre, as realized in the Deccan and Bengal on the one hand, where with good varieties and good methods of cultivation, some 2½ to 4 tons of raw sugar is obtained, and in Bihar and the North-Western Provinces on the other, where the outturn is certainly not more than 1 to 1½ tons per acre, and is often much less As has been shown in the course of this section of my report, there is no need to go outside of India for good varieties, nor to other countries for good methods of cultivation. The best varieties are met with, and the methods of cultivation in some parts are very perfect What is wanted is the introduction of these good varieties and good methods into those parts, particularly the North-Western Provinces and Bihar, which provinces, it must be recollected, include much the largest area under cane of any provinces of India."

C.

Value of sugar per ton and cost of production in Queensland, Barbadoes, and Bihar.

	Value of refined sugar per ton	Cost of production per ton			Profit per ton	Loss per ton
		Growing cane	Manufacture and refining	Total		
	£ s d	£ s d	£ s d	£ s. d	£ s d	£ s d
Queensland	10 18 11½	5 16 0	2 4 4	8 0 4	2 18 7½	
Barbadoes	10 0 0	8 15 6	2 4 4	10 19 10		0 19 10
Bihar	18 0 0	1 6 8	2 12 4	3 19 0	14 1 0	...

The figures for Queensland and Barbadoes have been taken from articles which appeared in the *Times* in September 1899 The price of sugar per ton for Bihar is taken from the Sakri refinery price list, the quotation is per maund of 80 lbs, and as a wholesale price would probably be lower, I have in the body of my notes put it at £15 per ton. In the figures for Bihar no credit has been taken for by-products as they are not mentioned in the *Times* articles on Queensland and Barbadoes, though it is possible their value may have been deducted from gross cost of production in those countries.

D

Sakri Price List for January 1900.

			Per ton £ s d.
White sugar, large grain,	@ Rs. 11-8 per maund	=	20 14 0
" medium	@ " 11-0 "	"	19 16 0
" small	@ " 10-8 "	"	18 18 0
Pale yellow	@ " 9-8 "	"	17 2 0
			Per gallon £ s. d.
Cooly rum	R. 1 per gallon	"	0 1 4

E

Rosa Price List for November 1899.

				Per ton £ s. d.
Loaf sugar, double refined,	@ Rs. 15-8	per maund	=	27 18 0
Crystallized, white	@ ,, 14-8	,,	,,	26 2 0
,, small grain	@ ,, 13-8	,,	,,	24 6 0
Pale yellow	@ ,, 12-0	,,	,,	22 10 0
Yellow	@ ,, 11-0	,,	,,	19 16 0
Dark brown	@ ,, 9-8	,,	,,	17 2 0

				Per gallon £ s. d
XXX rum . . .	@ Rs 7-8	per gallon	,,	0 10 0
XX ,, . . .	@ ,, 6-4	,,	,,	0 8 4
X ,, . . .	@ ,, 5-10	,,	,,	0 7 6
Rosa ,, . . .	@ ,, 5-2	,,	,,	0 6 10

F

Mr. J C Aguilar's statement of cost of refining per ton, dated 31st January 1900.

	£ s. d.
Outturn for one day, 18 tons	
Consumption of coal, one day, 18 tons	12 7 0
Establishment	4 0 0
Miscellaneous expenses, oil, etc.	0 10 0
	£16 17 0

Average cost per ton 19s.

[Appendix No. 2]

Memorandum on sugar growing by Mr. H Collingridge, of Daudpur, dated February 14, 1900.

A great deal of this province is undoubtedly suitable for the growth of sugarcane, and between 1840 and 1850, it was cultivated to a large extent by European planters in the place of indigo, which at that time was not a paying industry. From all I have heard, I believe that it did not pay, and was eventually given up for indigo, which commenced to revive again. In those days, transit was a great difficulty, and added greatly to expenses, as well as to disposing of the sugar otherwise than locally Machinery was used, but to what extent I do not know. Since then, sugarcane has been grown only by natives, and the methods employed by them for extracting the juice are very primitive. Still, however, they succeed in making it pay, although the cane is said by Dr Leather, Agricultural Chemist to the Government of India, to be very inferior to that grown on the Bombay side, and their lands are not so carefully cultivated.

Indigo factories, with their own lands and leases of villages, have a large choice of cultivation at their command, and with constant changes, together with manures and better class of cane, combined with machinery, should be able

to show a much larger profit than the native does Sugarcane can be worked simultaneously with indigo. The crop would be planted before the indigo sowings commence, and would be manufactured after the indigo crop was finished, and would not therefore interfere in any way with indigo. Sugarcane lands, I believe, give good indigo crops the following year, as the roots of the sugarcane do not go down more than a foot or so into the ground, whilst the tap-roots of indigo work down nearly 3 feet, and they would therefore be a good change for indigo I should certainly not recommend putting more than a quarter of the present cultivation under indigo into sugar cane, though it is possible that the lands in some factories might enable more to be grown The machinery at present available, at most indigo factories, would probably assist the crushing, etc., of the cane, but it must be remembered that, if owing to the expense of fitting up a factory with the necessary extra machinery, only one or two factories in a concern could be used, the expenses of carting plant from a long distance would be heavy.

Cane for planting—Dr Leather writes, under date of 13th January, 1900, "The cane grown round Poona is called Pundia, and is probably as good a cane as we have in India, but I fancy the Samsara, of Burdwan district, is as good The cost of carriage of the seed cane would be much less from the latter place" I have communicated with Mr Maddox, Acting Director of Land Records and Agriculture, Bengal, regarding the supply of seed cane, and I have just heard from him, enclosing a letter from his assistant dated 2nd February, 1900, in which he writes, "I beg to report that I subscribe to Dr Leather's opinion to experiment with the Samsara variety of sugarcane in Bihar This is a soft, thick, variety, which is cultivated to a large extent in the Burdwan district It has given very good results in our Farm, and the gur manufactured from its juice is much appreciated by the cultivator of Bengal." The price, however, is R4 per kahan, which weighs about 8 maunds, and it takes 12 kahans to sow one acre The railway freight from Burdwan to Muzaffarpur is 0-13-1 per maund, so with cutting, carting, etc., the seed cannot be laid down under R130 to 140 per acre, according to the distance, which is a heavy item to start with, and it will therefore take some time before Bihar is stocked with much good cane

Cost of cultivation and manufacture of gur or shakkur.—As sugarcane is at present grown in Bihar, I have, together with Mr. R. Hudson, made a rough estimate of the probable expenses incurred in cultivation, and manufacturing the juice into either "gur" or "shakkur" of an acre of sugarcane.

	R	*a.*	*p.*
Seed	9	0	0
Rent	5	8	0
Cultivation	4	8	0
Planting	2	4	0
Cutting and carting	11	4	0
Supervision	4	8	0
Manufacturing	8	0	0
	85	0	0 or say £3 per acre.

I have little or no figures to go upon to frame the above estimate, but I do not think I have understated it, taking into consideration the results of three factories where gur has been, and is being, made this year.

Newada Factory (Mr. Lawrie's) —

Cane cut	*acres* 34
Gur made	*Mds.* 398 19*s.* 1*c.*
Amount realised . .	R914-10-3
Cost of manufacture .	R157-1-0

This sugarcane was flooded during the rains, and the yield was consequently very disappointing, and, over and above, there was no European in charge of the place, so it is impossible to say whether the crop was looted or not.

Newada Factory (Mr Walker's)—Two and one-fifth acres sugarcane were manufactured into gur, which was sold for R220, whilst the total expenses, including rent, cutting, etc, only amounted to R46, showing a profit of about R80 or say £5-6-8 per acre.

Domrah —One acre gave 407 factory maunds of sugarcane, say 13½ tons. Gur made, 32 maunds, value at R3 per maund = R96 Expenses are not given, as the work is proceeding Mr Wilson, the manager, writes that he expects better results from smaller cane Manuring will probably be a very heavy item in expenditure, and is not included in this estimate, as it is impossible to lay down any basis, but, on the other hand, one may reasonably expect to get a larger return of saccharine matter from manured lands, which will counterbalance the expense. The seed in the estimate is put down at the usual price paid for sugarcane in Bihar

Yield of sugarcane per acre —I am informed that a fair outturn is 15 tons per acre, which should give about 1 to 1½ tons of sukkur, and this is borne out by Dr. Leather. There are three kinds of unrefined sugar, namely —

		R	a			£	s	d.	
Ráb . .	value	2	8	per md.	or	4	10	8	per ton
Goor .	„	3	0	„	„	5	9	3	„
Shakkur . .	„	5	0	„	„	8	7	9	„

and the above were the prices paid for the same at Sakri sugar works, in December 1899 From enquiries I have made since, I find that R6 per maund is paid in the bazar, at Muzaffarpur, for good shakkur

Refining sugar —This at present is done at Sakri (Bihar), Cossipore (Calcutta), Cawnpore, and Shahjehanpur in the N.-W P, and I believe these are the only refineries on this side of India. I am given to understand that at Sakri the cost of making one ton of refined sugar from shakkur is 19*s* per ton, probably it is dearer elsewhere, as labour would be more expensive. Apparently the difficulty is to have a sufficient stock of raw sugar to enable the work to be kept going the whole year, and that must militate against good dividends, but it would be different if planting and refining were combined. A central refinery might be connected with a group of factories which could arrange to grow sufficient cane for a year's supply, and after the raw sugar had been made it could be stored at the factories, till it was required at the refinery, as every factory has plenty of godown room available. I suppose a certain amount of loss would occur, but I am unable to say how much, though I should be inclined to think it would not be considerable. Supposing it were decided to work a refinery independently of the factories, it would have to buy the raw sugar in the open market, in competition with a refinery already working in

these districts. Mr. R. Hudson's corrected figures, showing 19*s*., as the cost of refining a ton of shakkur, instead of 12*s*., would only show a profit of £1 17*s*. 4*d*. per ton of sugar, and from this would have to be deducted interest on capital, so the profit on refining alone would not be a very large one.

In the "Times" of 2nd September, 1899, the writer on the sugar industry states: "The time is approaching when cane sugar will, if conducted by brains, re-establish itself in that command of the markets, from which it has been temporarily displaced by its parvenu, but more intelligently managed, rival The 'ultimate possible' in the cheapening of beet sugar has been much more nearly approached than in the case of cane sugar, which has a far larger margin of potential improvement to draw upon In Germany, where most progress has been made, the most recent (and economical) figures show that 8 tons beet-root make one ton of sugar, and that beet-root costs 17*s* 8½*d*. per ton (as much as over £2 per ton in Wurtemberg), in other words, the raw material alone costs £7 2*s*. 8*d*. per sugar ton Besides this, only 13 tons beet-root are grown to the acre, now only under most decidedly unfavourable conditions of soil should less than 20 tons of cane be produced per acre" So, aided by the best machinery and careful cultivation, Bihar ought to be able to produce sugar considerably cheaper than Germany does.

Manures for sugarcane—I understand that oilcake is one of the best manures for sugarcane, and if that is the case, I think it would be a good plan to work hydraulic presses for crushing oilseeds in conjunction with the refinery Each concern connected with the refinery could grow a certain amount of oilseeds in conjunction with indigo and sugarcane, and could also purchase locally enough seeds to provide them with the oilcake they would require for manure, and it could thus be laid down at a much cheaper rate than it could be purchased, even if it was available, which is not the case. At Poona oilcake is extensively used as a manure for sugarcane, and the natives pay a very high price for it From enquiries I have made, I understand that there is a large demand for oils, both for local and export consumption.

[Appendix No 3]

Memorandum by Mr. Ernest Mylne, of Beheea, on Sugar Cultivation and Manufacture in Shahabad.

[Herewith a memorandum regarding our experience of cane growing and sugar making in this district of which you can make any use you like I have little or no experience of Tirhoot, but I am very strongly of opinion that sugar cultivation and making by Europeans in the Shahabad district is not possible.]

Among other experiments some years ago we tried sugar cane cultivation, sugar making, gur, rab, kutcha and pucca chinee. The experiment was carefully gone into under European supervision, but on a small scale with a view to feel our way before launching into the purchase of costly machinery. After a trial extending over two or three years we had to abandon the venture as we lost money over it, and were convinced it would not pay. The following were some of the difficulties we had to contend against —

(1) Heavy cost of cultivation

(2) Want of sufficient and suitable land near the sugar works

(3) Want of cheap manure

(4) Heavy cost of carrying cane to the works

(5) Uncertain yield per acre owing to variable seasons

(6) Refusal of the ryot to contract to grow cane for the sugar factory

(7) Refusal of ryots to sell their standing crop of cane or sell any portion of it at a fair valuation

It may be put forward that our experiment failed because it was on a small scale, but the experience gained taught us that a large undertaking in face of the obstacles above referred to was impossible.

Though the conditions may be somewhat different in Tirhoot I believe the planters there will have, if not all, some of these difficulties to contend against, and possibly will find it no easy task to compete with the ryot in cane growing and the production of rab and jagri Sugar works may be possible where suitable land is to be had close at hand, where irrigation is not necessary, and where the ryot would contract to grow cane, but such works, if remunerative (which I very much doubt), would probably benefit the few and not the indigo industry as a whole or the planters generally Were the Tirhoot planters to put in cane as extensively as it is proposed there would seem to be a real danger of prices running down to such a figure as would leave little or no margin. If the planters really want to know what is in cane growing and sugar making, the most sensible plan would be for them as a body to form a company to put in, say, 500 acres of cane and run up a small refinery with the newest machinery, which would be to the fore should the venture prove successful, should it prove otherwise the individual loss would be small and shared by the community. A practical test such as I suggest would be of more value than all the theories and opinions the committee could gather

I give below what it costs in Shahabad to put in a bigha of cane and to turn it into *gur* or *rab* in the native method. The Shahabad bigha is five-eighths of an acre

	R	*a*	*p*
Rent for 1½ years at R6	9	0	0
Manuring with village sweepings	5	0	0
Seed or cuttings, 8,250 at R2-8 per 1,000	3	8	0
Ploughing 10 times at R0-8	5	0	0
Digging or hoeing 8 times	5	0	0
Canal water, including hot weather rate	4	0	0
Sowing cuttings	1	0	0
Squeezing and boiling juice at 4 annas per táo or boiling, on an average outturn of 50 táo	12	0	0
Supervision, sundries, and interest to mahajan	7	8	0
	52	14	0
Take the average outturn to be 50 táo, each táo or chaki being about 20 pucca Calcutta seers=25 mds. *gur* at an average bazar rate of 14 pucca seers	71	8	0

[Appendix No. 4]

Note on Sugar Cultivation by Mr. W. H. Moreland, I.C.S., Director of Land Records and Agriculture, N.-W P and Oudh.

In the literature of the subject there is some want of uniformity in the nomenclature of the various sugars in this note I use the following terms

Cane-sugar, denoting the form of sugar that exists in the ripe cane

Invert-sugar, denoting the products of hydrolysis of cane-sugar whether produced by the action of dilute acids or by the ferment *invertase*

2. In discussing the proposal to replace indigo by sugarcane, I shall have occasion to insist on the necessity of adhering to certain principles which are recognised by cultivators in this part of the country, I will therefore begin by stating these principles and explaining at some length the grounds on which I consider their acceptance indispensable to the economical production of sugar The first principle is that the production of cane-sugar per acre depends, other things being equal, on the skill and care of the cultivator. Numerous detailed rules come under this head which I may pass over as differences of soil and climate prevent their universal application, but the general principle which I have stated would receive the consent of any skilful sugar-grower in these provinces. The second principle is that the time chosen to cut the crop materially affects the product, and the third is that once the crop is cut there must be no loss of time. The cane should go straight from the field to the press, and the juice should go straight from the press to the boiling pan Four arguments may be stated for holding that adherence to these principles is indispensable.

3. In the first place, the principles are the result of many generations' practical experience, gained by men whose income depended on the success of their cultivation In the second, they are found to be necessary by persons who have taken up cane-growing with no previous prejudices. As an example I may cite the experience of the present superintendent of the Cawnpore farm who came to these provinces from Madras, and who, as the result of his seven years' experience of practical work here, tells me that the necessity of adhering to these principles would have been obvious even if the whole subject had been outside the range of science Thirdly, there is the fact that these principles are found to apply in other countries, where the cane is grown under very different conditions. On a recent visit to Queensland I found that their importance was clearly recognised by the heads of the industry, and that though the local conditions are such as to permit profitable manufacture without a strict adherence to them, the loss in sugar that results from any deviations is fully admitted. Fourthly, there is the fact that these practical rules appear to be in close accordance with what is known of the physiology of the sugarcane. It will perhaps be convenient if I explain this last statement in rather fuller detail, premising that I have not studied this branch of the subject experimentally and that the facts which I state are drawn from the latest literature on the subject that I have been able to procure.

4. Cane-sugar appears to be an intermediate product of the plant, that is to say, that though it is produced in the leaves with a view to being consumed

in the nutrition of the cells, it cannot be assimilated *in the form of cane-sugar*, but must first be inverted, the invert-sugar which results can be readily assimilated by the cells Thus we may say that in the growing plant there is a continual production, and at the same time a continual destruction, of cane-sugar. When, however, the period of active growth comes to an end, usually in these provinces about the middle of October, the production of cane-sugar continues, but the rate of destruction falls off as there is no production of new growth in progress, and consumption is limited to the demands of the existing plant; there is thus at this period an excess production of cane-sugar, which is stored up in the sap If the plant were allowed to stand, this cane-sugar would be consumed as soon as the new period of growth should set in, but the crop is cut before this period arrives, and the aim of the cultivator should be to cut the crop exactly at the period when the accumulation of cane-sugar is at its maximum. If he harvests too early, he loses the additional amount of sugar which would have been produced if he had waited longer, while if he waits too long the stock of sugar has begun to diminish, being expended in starting the new season's growth This then is the scientific justification of the practical rule which insists that the crop shall be cut exactly at the right time the importance of the rule probably varies according to the length of the resting period, which again depends on the climate, being greatest when the winter is most severe

5 When, however, the canes have been cut and stripped of their leaves, the supply of new cane sugar is irretrievably cut off and by no process that has yet been discovered can it be increased, thus whatever inverting forces may be at work within the cut cane have full scope, and whatever is inverted is lost I do not know of any investigations showing exactly what forces are at work in this direction, but it is known that the juice of the cane has an acid reaction, and that dilute acids can effect inversion, while from the fact that cane-sugar is regularly inverted in the metabolism of the living plant, it may be inferred that the appropriate ferment, invertase, is present in the tissues, and, if not actually in the juice, may be brought into it in the process of crushing Again, it seems probable that all vital processes are not immediately stopped when the cane is severed, but that metabolism continues for some time this would account for a good deal of deterioration when once the supply of cane-sugar is cut off Thus any changes that will take place after the cane is cut will diminish the quantity of cane-sugar, so that the practical cultivator has anticipated the recommendations of science in insisting that no time shall be lost between the field and the boiling-pan.

6 Owing to climatic and soil variations it is not possible to state so definitely the scientific basis of the remaining principle,—the importance of care and skill in cultivation It is obvious, however, that the amount of cane-sugar accumulated on an acre will depend mainly on the perfect health of the individual plants, and that this condition can be secured only by attention to the details of cultivation, especially in the period between the preparation of the seed-bed and the setting-in of the monsoon.

7. These then are the grounds on which I think it desirable to insist on the importance of the practical rules of cultivation, but, as I have incidentally mentioned above that some deviations from these rules are admitted

in Queensland, I will now describe the extent of these deviations and the local circumstances which render them admissible. In what follows I am describing mainly what I learnt at a large and thoroughly modern factory, the manager of which is a recognised authority on sugar, and the staff of which includes three or four chemists; the plant of this factory represents an expenditure of about £120,000.

8. First as regards the rule that the cane should be cut just when ripe, it is admitted that the greatest quantity of sugar per acre would be obtained if the harvest season were limited to about two months, but it is impossible that the plant could be worked remuneratively if the season were so limited, and it is more profitable business to work for about six months in the year, thus dealing with a much greater quantity of sugarcane, and securing a larger gross outturn.

9 Speaking roughly, it may be said that, in an ordinary year, during the optimum months the cane will yield fifteen per cent of its weight of cane-sugar, during the two months before this period it will yield about fourteen or a little less, while the first two months of the harvest it will not yield more than twelve and a half per cent In other words, if a thousand tons of cane were crushed in the optimum period it would yield 150 tons of sugar, while if the crushing were spread evenly over six months, the yield would be 138 tons or a loss of eight per cent In the case I am describing, this loss falls mainly on the farmer owing to the system under which work is carried on , the farmers agree to grow so much cane, to be delivered to the factory at a price of so much per ton of such a quality, quality being ascertained by analysis of a sample of each lot delivered Thus the farmer receives less money for cane cut early in the season than he would receive if it were allowed to stand till later, and some kind of arrangement is made by which this loss will fall more or less equally on the various farmers, some part of the crop of each being cut early and some later Presumably the farmers consent to this arrangement because in this way they are sure of a market for the produce of a larger area, and can thus secure on the whole a larger income.

10 Next as regards the loss of time, it is of course not possible to ensure that the cane shall go straight from the field to the mill when the cane fields stretch eight or ten miles from the factory, but time is saved in every possible way The cane-lands being continuous and practically uninterrupted by stretches of other cultivation, it is found profitable to have a system of light railways running through them, from which temporary sidings can if necessary be laid down to accommodate almost every field When the factory is ready to take the produce of a particular field, intimation is sent to the farmer that empty trucks will be provided at such a time, and will be taken away by such a train. The farmer has to load up the trucks ready for the train, which picks them up and takes them straight to the factory yard Here they pass ove a weighbridge and thence direct to the "feed" of the mill The trucks are emptied on to the "feed," which carries the cane under the rollers without any further delay, and as the juice is pressed out it is pumped direct into the evaporators. Thus it will be seen that a large amount of capital has been sunk and a considerable organisation is maintained partly at least with a view to avoid delay in the treatment of the cane.

11. And as regards the style of cultivation, this factory, like most others that I have heard of, has found it necessary to adopt the system of payment by analysis; a scale of prices per ton is drawn up according to the percentage of cane-sugar, and as each consignment comes in, a sample is taken to the laboratory on the premises, where the percentage is determined, the price can then be calculated from the weight, as ascertained at the weighbridge, and the composition as determined in the laboratory.

12 In order to show how the farmers can bear the loss arising from the long period of harvesting, it is necessary to give a brief account of the conditions of cultivation. In the part of Queensland of which I am writing, the normal outturn (using the word normal in the official sense), is about 25 tons of cane to the acre, and as on the whole about 14 per cent of this is cane-sugar, the farmer expects three-and-a-half tons of sugar to the acre, if all his crop were harvested at exactly the right time, he might perhaps expect almost four tons, a substantial difference it is true, but not a matter of life and death. The cost of production is practically reduced to two items, planting and harvesting When a farmer starts to grow cane, he begins by cutting the trees and burning the brushwood and the cane tops are then at once planted between the tree stumps Sometimes the ground is first ploughed roughly, sometimes the tops are merely dibbled into holes. These plants will ordinarily give successive crops for five years, without either manure or irrigation, after about five years the stock wears out and the land has to be replanted, but so rich is the land that the most that has hitherto been done in the way of manuring is to turn in a leguminous crop between two cycles of sugarcane Thus despite the very high cost of labour, there is so little work that the crop is not very expensive to grow, while the cash return is high and a large area is available. Contrast the Queensland farmer with the Gorakhpur cultivator, who according to my calculations does not expect to get more than R94 from an acre, and to do so spends R82, if the cash value of the labour of his family is included.

13 This difference is due mainly to the scale of work and to the condition of the soil. The Gorakhpur cultivator has neither the capital nor the land necessary to grow a large area, and even if he had it is not to be expected that the old lands of these provinces will yield the same crop as the virgin soils of Queensland. The point on which I wish to insist here is that the Queensland farmer can afford to sacrifice some portion of the sugar in order to work a larger area, but this course is out of the question in these provinces, as, even assuming that the land is available, the expense of cultivation is so great that the crop can be made to pay only when most of the labour can be supplied by the members of the cultivator's family The evidence in support of this statement will be offered immediately.

14 If a planter decides to enter on the sugar industry, his intervention may begin at one of three stages: he may grow the crop for himself, or he may take over the raw produce from the cultivator either in the form of cane or of juice, or he may take over the *gur* or *råb* and refine it for the market. In the last case his position would practically be that of a sugar refiner such as the Rosa Company or the Cawnpore sugar works, with the advantage of being able to control the supply of raw material from his estate. This course is probably not contemplated, and in any case it is a purely commercial

matter which I am not competent to discuss, I pass on therefore to a consideration of the other two possible courses.

15. First, as regards the planter who grows cane for himself, either on his own land or on land rented for the purpose. In this case he should have no difficulty in so organising his business as to secure that the crop can be cut at the best possible period, and that no time shall be lost in extracting the sugar from the cane. Whether, however, he can afford to cut all his cane at the optimum period will depend on the amount of machinery which he employs. If he adopts the small bullock-mill and the open furnace, he will be in the same position as the small grower, with this difference that the small grower does most of his work himself and has a very small wages bill, while the European will have to pay cash for all labour, and perhaps for some supervision as well. If, however, the planter goes in for expensive power machinery, the same question will arise as in Queensland, in order to keep the machinery employed for a sufficient period to earn the interest on its cost it may be necessary to extend the harvest season, and as the yield will undoubtedly be less and the cost of production probably heavier than is the case in Queensland, it may turn out that the sacrifice of part of the sugar involves the sacrifice of the year's profit A definite opinion can hardly be offered on this point in the absence of information as to the cost of machinery and the amount of capital that would be available, but it is a point that should in my opinion receive careful consideration from the individual planter who proposes to put much capital into the industry I am inclined to think that the resting-period of the cane is shorter in these provinces than in South Queensland, so that the loss from harvesting out of season may be expected to be greater than the figures I have given.

16 It is, however, when we come to the third principle I have laid down that the risks of direct cultivation appear to be most serious Sugarcane is a most difficult crop to grow, so much so that in these provinces the presence of the crop is an index of the most skilful cultivation At any rate it is an entirely different art from the growth of indigo, and a planter who took up sugarcane with no experience beyond that derived from indigo and cereals would find the practical acquisition of new knowledge a very costly matter Experience is needed to tell exactly what operations should be performed, and exactly at what seasons, and more experience is needed to tell whether these operations have been skilfully performed As I have said above, the crop is one that depends more than most on the skill and care of the cultivator, and even if the skill can be hired, the care that a man will give to a crop he is paid to look after is very different from that which he will give to his own field.

17. Again the labour bill must form so large a proportion of the cost of growing cane that it is imperative to secure the utmost efficiency of labour I do not know how the case may be in Bihar, but in these provinces it is usually thought that no European can get as much work out of a labourer as that labourer would give willingly to his own land, and that very few Europeans can get as much work out of a body of labourers as can a native who knows exactly what has to be done and is working in his own interest. In this connection it will perhaps be of interest if I give the results of some enquiries into the cost and profits of growing cane in these provinces. The first I shall notice was made about twenty years ago by Mr. J B. Fuller, and purports to be an average for the whole provinces. He reckons all necessary labour in cash,

whether or not it is paid for by the cultivator, but he allows nothing for "the care and attention which an industrious cultivator and his family apply to their land out of hours, and which often serve to extract a profit under circumstances which would otherwise allow of none." Calculated thus, the cost of cultivating an acre is about R63, of which the labour bill accounts for R28. The cost of making *gur* adds another R41, so that the total cost of production comes to R104 The normal yield is taken at thirty maunds (using normal as always in the official sense), so that with *gur* selling at R3-8, a fairly high price on the average, the cultivator would exactly clear his expenses but would have nothing over, in other words all that the average cultivator could draw from a normal crop, that is, a crop as good as he has any right to expect, is the hire of the labour which he and his family have supplied.

18 The next estimate I shall notice is one which I drew up two years ago in the course of the discussion of the bounties question It is on the same lines as that which I have just given, but the cost of each item was carefully redetermined and the estimate was framed separately for each division of the provinces On this estimate, taking *gur* at R3-4 0 per maund, the highest profit per acre was R30 in the Meerut division, where everything favours the crop, the lowest was seven rupees in Agra, where there are numerous disadvantages The figure for the whole of Oudh was R18, while for Gorakhpur, which of all the divisions has I suppose the closest resemblance to Bihar, it was as low as R12 Remembering that these calculations are based on normal outturns, they so far confirm the earlier estimate that they show clearly that the advantage of the crop to the cultivator lies in the scope it affords to his best and most unwearying labour.

19. The third estimate was made last year by a number of selected officers, and quite independently of the foregoing In this enquiry, the actual outturn of the season was ascertained and the cost of production estimated on a cash basis. The results obtained were in Aligarh, R20 profit, in Muzaffarnagar, R8, in Etawah, R4, in Meerut, R2, in Cawnpore the account balanced, and in Mainpuri there was a loss of R14. These results were obtained by selected officers in the Revenue Department, similar enquiries made by officers in the Irrigation Department showed small profits in four cases, and small losses in two Bearing in mind that the season was unfavourable for sugarcane, these estimates appear to me to be in close accordance with those already quoted, and the whole series tends to establish the fact, which indeed is a matter of notoriety, that no one can grow cane in these provinces unless he can command labour without cash payment Or in other words, the chief advantage of the crop is the opportunity it affords for employing the labour of the cultivator and his family, especially at times when they have not much else to do.

20. I have no knowledge of the actual conditions of cultivation in Bihar, so that I cannot say how far these estimates apply but it should be mentioned that in these provinces the cost of irrigation is generally an important feature, varying from seven to twelve rupees, or even more in some cases So far as irrigation can be dispensed with the profit will of course be increased My object in giving these figures is to establish the truth of the ordinary idea that in these provinces sugarcane will not pay the man who looks on. It is for those who have a knowledge of Bihar to say whether the conditions are so different there that the same conclusion does not apply.

21. The alternative before the planter is to leave the field work in the

hands of the native cultivator, and take over from him either the cane or the pressed juice. In this case he will not run against the principle of cultivation, provided that it continues to be the interest of the grower to get the maximum of cane-sugar in the cane. This condition can, so far as I know, be attained only if the price is determined by analysis. Otherwise it would be the cultivator's interest to produce, not as at present the richest cane, but either the heaviest cane, or the cane yielding the largest quantity of juice The cultivator would, I believe, in no long time adapt his cultivation to the conditions of his market, and the planter would find himself receiving in the first case a heavy cane with little juice of poor quality, and in the second a large quantity of thin watery juice, which would require much fuel for evaporation and would yield a low proportion of cane-sugar. In either case he would find his cost of production much increased and his yield of sugar seriously diminished.

22 But there are also drawbacks in the way of purchase by analysis. The work of analysis requires a good deal of practical training in a specialized laboratory in addition to a thorough general knowledge of chemistry I believe I am correct in saying that very few planters could do this work themselves, and that the great majority would have to employ a chemist But a chemist with the necessary qualifications would probably cost at least four or five hundred rupees a month, which would add very materially to the fixed expenses of the factory, unless things were on a larger scale than is likely to be possible The apparatus too is, I believe, sufficiently costly to make some difference. It is very doubtful whether several factories could combine to employ one chemist, each would want him at the same time, and no one would want him when any one could spare him. The samples too should be examined at once and on the spot, as they would probably deteriorate rapidly if sent to any distance for analysis

23 In this connection there is another question which I can raise but which must be answered by those who know the Bihar peasant Would he agree to sell by analysis, or would he constantly dispute the chemist's dictum, based on processes which he cannot see and which are unintelligible to him? I am quite sure that our eastern cultivators who live on the borders of Bihar would demand an impartial court of appeal, and that the system of analysis would be very unpopular even if any one would agree to it at all.

24. There seems therefore to be some risk either way the planter may buy by weight alone, and find that he cannot rely on the cane being sufficiently rich to be worth crushing or he may buy on analysis, at the risk of stirring up ill-feeling and of being unable to get enough cane grown to feed his plant It is necessary, however, to turn aside at this point from my argument to notice the *bel* system of Rohilkhand, which at first sight appears to show that cultivators will not allow the quality of their cane to deteriorate when they sell by weight alone.

25 This system exists in a few districts only, the cultivator presses the juice for himself but hands it over to the *khándsári* who boils it down into *ráb* with his own plant The price is fixed at so much per hundred maunds of juice; and where this system has prevailed for many years no complaints appear to have arisen that the quality of the juice has become markedly inferior It may therefore be thought that what the *khándsári* can do without loss may be safely

done by the planter, but there are some distinctions to be taken into consideration In the first place the *khândsâri* does not pay a uniform price ; he knows from his experience the approximate value of the juice produced by the cultivators of a particular village, and he regulates his schedule of prices accordingly. Next there is the extraordinary minuteness of the native manufacturer; his attention to detail is such that by watching the process of evaporation he can form a very good idea as to the quality of the juice, and can regulate his next year's prices accordingly. I doubt very much whether such acuteness of perception would be acquired by the majority of the planters And finally there is the important fact that the *khândsâri* often pays rates so iniquitously low as to leave a handsome margin, while he has obtained such power over the cultivator as almost to deprive the latter of initiative The usual method by which he attains this position is, I understand, to offer at first good prices (including a liberal advance), but with high rates of interest and severe penalties for non-delivery of the amount of produce stipulated The cultivator who is at the time in need of cash does not as a rule scrutinise the terms very closely and they are in fact very burthensome He very soon therefore finds his account does not balance, and that when he has parted with all his juice he is still in debt to the *khândsâri* Once in this position, the *khândsâri* can force him to accept very inadequate rates for the next year, so that he is quite unable to clear himself, and comes completely into his creditor's power, as he knows that a decree can be got against him, and that he can be at once sold up and ruined It is obvious that people in this position are not likely to attempt to do anything that would injure their master when he has the power of immediate and effective retaliation These considerations show that the *bel* system is hardly a fair precedent for the planter, and it may perhaps be added that, so far as I know, the Bihar cultivator is infinitely more cunning than the small farmer of Rohilkhand

26. To return then to the main course of my argument, I have attempted to show that if the planter takes over the raw material, there is a risk that he will not get the same quantity of cane-sugar as would be obtained by a cultivator working for his own benefit, and I have also shown that, if experience in these provinces is to be accepted as a guide, the margin of profit is very small in the case of the cultivator, so that the planter could not afford to sacrifice any portion of the possible outturn unless he can introduce great economies into the processes of manufacture, the possibility of such economies will be considered further on The next step in my argument is to show that the planter who takes over the raw material will have difficulties in respect to the other two principles which I began by laying down. First, as regards the time of harvest The same considerations come into play here as were stated when I was dealing with the system of direct cultivation, if work is undertaken on a small scale and with elementary plant, there should be no difficulty in harvesting within the optimum period, but in this case it must be remembered that there will be few opportunities of economy, and that having regard to the low rate of profit it is open to question whether with a small outturn the business would be worth undertaking If on the other hand expensive plant is set up, it is, I suppose, hopeless to expect that under any circumstances it could pay if worked for so small a period as two months, so that some arrangement would be necessary of the kind which I have described as being in use in Queensland. It is, however, very doubtful whether the Bihar cultivator could be brought into any

such arrangement; if he is like cultivators in these provinces, he has a very fair idea of the loss that would result from harvesting his cane before it was ripe, and I do not think he would agree to do so unless he were to receive the full price for ripe cane, no matter what might be the time of harvest. It will be obvious from the figures that I have quoted that this course would seriously reduce the profits of the planter, who could scarcely afford to pay for sugar which he did not receive Even if the system were introduced, each cultivator would probably clamour to have his own particular plot, "a very little one," cut at the proper time, and there would be room for a good deal of friction and discontent, especially if the rotation were left to any extent in the hands of a native subordinate, who might see an opportunity for levying fees for priority

27. And there would also be considerable risk of loss of time between the field and the evaporator such an organisation as I have described at the Queensland factories would probably be quite out of the question except in factories of the largest scale, and doubtless in ordinary cases the cultivator would be required to bring his raw produce to the factory This system would probably work out somewhat as follows, at first the orders would provide that so many cultivators should bring their produce on a certain day, the number being so fixed as to provide just enough produce for the day's working, no doubt some cultivators would be late and the factory would be insufficiently supplied with the raw material After this had occurred a few times, the planter or one of his subordinates would arrange to have more cane cut than was required in order to keep the factory fully supplied, and there would generally be some cane left overnight, it needs practical experience to know the extent of deterioration that may occur in a single night, and the aggregate loss in a season's work from this cause might be very serious Again the cultivators would have no motive for punctuality; at present they have a motive, for they know that the cane will deteriorate if allowed to stand after cutting and that the loss will fall on them, but when they are selling to the planter a slight delay will seem of no importance.

28. Thus it will be seen that there are distinct risks of the loss of cane-sugar both in cultivation and in harvesting, the whole of the former and part of the latter risks could be avoided by the system of purchase by analysis, but, as I have shown above, that system has difficulties of its own even if the cultivators would agree to it, and in any case there would be, with any but moderate sized factories, great difficulties in arranging a rotation of harvesting so as to keep the plant employed for a sufficiently long season.

29. I have now enumerated the risks that the planter would have to consider owing to the existence of the three principles that I began by laying down, and I turn to another point that appears to me to be of importance from the planter's point of view. If the ordinary cultivator makes little or nothing out of the crop beyond the hire of his own and his family's labour, it is obvious that the planter can make a profit only by introducing large economies and improvements. But this can be done only by a man possessed of very special qualifications The manager of a factory must first of all have a thorough practical knowledge of the art of cultivating sugarcane, that is to say of the most difficult branch of the cultivator's art; and he must be well acquainted with the numerous varieties of the cane, a study in itself of considerable magnitude

Secondly, he must know a certain amount of general chemistry and a good deal of that complicated subject, the chemistry of the sugars. Should he desire to do his own analyses he will need a course of technical training, and if he relies on others for his analytical work he must still know enough chemistry and general plant-physiology to understand the results put before him, and to apply them in his future work For it will, I suppose, be admitted that success in the sugar industry is out of the question without the aid of science; where the work has been done by rule of thumb the industry has decayed; and where it is flourishing the success may be traced to the steady application of science to every detail of the cultivation and manufacture. Thirdly, the manager will need to have a good practical knowledge of machinery, especially if there be any considerable amount of plant, and he will also require the ordinary qualifications of a man of business. All over the world in fact the management of sugar factories is recognised as a special profession requiring special qualifications and commanding high salaries; and there must be considerable local advantages to enable amateur management to compete with professional

30. While enumerating the disadvantages under which the planter would labour, it would be wrong to overlook the risk of a breakdown of the machinery during the harvest. This risk, and the difficulty of obtaining skilled repairers without delay, has to my knowledge deterred many native capitalists in these provinces from procuring expensive machinery; and it would be specially serious in the case of sugar, as any delay would interfere with the work of the harvest and would probably involve a loss of sugar even after the plant was again in working order.

31. The disposal of the extra sugar produced is also a matter for consideration. The intention, I suppose, is to put it on the Indian market, where it will be in competition with the products of Mauritius and of European countries, as well as with the produce of these provinces. There is very little possibility of extending the demand for sugar, whether raw or refined, except by a substantial lowering of price, and profits in the industry in these provinces are so low that a substantial fall in prices would ruin the industry,—the most important of the provinces,—and thus produce or at least precipitate an economic crisis as serious as that which is now under consideration. The disorganisation of the market would of course re-act on the planters, and calculations of profit founded on prices recently ruling might prove very misleading in the event of a large extension of the acreage under cane.

32 I have stated at some length the disadvantages under which I think a planter would labour in manufacturing sugar, but I recognise that he would also have a good deal in his favour. The advantages will doubtless have been pressed on the attention of the Commission and I need not dilate on them; but I may bring this note to a close by indicating briefly the principal advantages that occur to me. In the first place a planter might be able to introduce better varieties of cane. There is no doubt that, from the point of view of yield, many of the Indian canes are behind those of other countries, at the same time, there is always the risk with new varieties that they may be specially liable to injury from disease or from accidents of season, so that prolonged experimental work would be a necessary preliminary. The manure supply could doubtless be organised with advantage; my own experience points to castor-cake being (within certain limits) an admirable manure for the plant, and perhaps it might

be profitable to grow castor on a large scale, and to apply the power of the factory in crushing the seed at times when there was no cane to be crushed, the oil would probably fetch a profit and the cake would be available for manure. I do not know enough of agriculture in Bihar to say whether this particular form of organisation is possible, but I mention it as an instance of what I mean by the organisation of the manure supply. If again irrigation is found to be a necessity, the organisation of the water-supply would doubtless lead to increased economy. I doubt whether other economies are possible in the processes of cultivation, but there are certainly possibilities of improving the process of extraction; better mills would extract more of the juice with a less than proportional increase of power, improved furnaces and boiling pans would economise fuel, and the use of the centrifugal would enormously simplify the extraction of the molasses

33 I am not prepared to express a definite opinion as to the balance of advantages and disadvantages; the sugar industry is not a newly found eldorado, its possibilities have been thoroughly explored, and those who hope to make a profit out of it must be guided by past experience So far as I know, that experience shows that except in places where local conditions are peculiarly advantageous, the industry can be permanently successful only in one of two cases, either in the hands of small men who will work unceasingly and pay attention to the very smallest details, or in the hands of capitalists who can command, and are willing to employ, the resources of science The small man who only looks on, and the capitalist who works on in a rut, are alike failures, and as such are soon eliminated from the industry

[Appendix No. 5]

Sugar Cultivation in Queensland, by Mr A F. Walker, of Brisbane

1 —Average temperature and rainfall In the two principal northern sugar districts, Mackay and Cairns, the average temperature and rainfall last year were —

	Cairns	Mackay
Temperature	77 degrees (Fahr)	71 degrees (Fahr)
Rainfall	98 inches	72 inches.

This may be taken as an average season for each district Taking the temperature and rainfall month by month for the first six months of this year (we will include December to make the season, an average growing one, complete), the results are as follows —

Month	Average Temperature	Rainfall (inches)
December	78 (Fahr)	9 17
January	76	20 82
February	75	0 65
March	75	4 12
April	72	0·78
May	70	2·89
June	68	2 17

Hot, muggy weather is the best for rapid cane growth, and when the sun shines strongly for a few days after rain, one can almost see it grow. Cold checks the growth of course, and frost will kill the young cane if severe and frequent, but cold is still necessary to make up the density and harden the cane.

Rain and then cold is very detrimental to growth, as the cane somehow deadens and if the water does not quickly evaporate, the cane will begin to "gum" inside.

2.—Irrigation In a country like Queensland, taking of course the northern portion of it, where cane is extensively cultivated and really the staple crop, irrigation must needs be an improvement, owing to the very unreliable and capricious nature of the rainfall, and not only beneficial, but absolutely necessary in many cases, to obtain crops that will really warrant the labour expended in harvesting alone. The distribution of the rainfall on the average is not equal, and although it might be ample for a whole twelve months, such inequality destroys much of the value it would otherwise have. Unquestionably the experience in most districts favours rain, that is, the cane suffers less from an abnormally wet season than from an average dry one, and the porous nature of the soil and subsoil makes this easily understood. A growing year, however, with a fair distribution of rain during the twelve months produces weight, but perhaps less sugar, whereas irrigation, being under control, would have the effect of not necessarily producing weight at the sacrifice of sugar, which is an important consideration To derive the full benefit of irrigation, however, it should go hand in hand with artificial manuring, which must be placed first in the matter of assistance to cane growth There is very little irrigation done in Queensland, though experts have urged its general practice. Where it has been adopted, in the most northern districts, water has been distributed over the land by means of a series of wells, with windmills and flumes, but this will only work well where the areas of cane are small For large areas windmills would prove unreliable and unequal to the work required, so that steam pumps would have to be used. There are immense possibilities in irrigation for cane growing, and in places where the rainfall is uncertain, or where there are long periods of drought, successful cultivation would be impossible without Here, however, rain at very short intervals can be depended upon from the middle of January to the end of March, though of late the seasons have been dry in comparison with previous years. Water lying for long on the ground, so as to make the cultivated area swampy, is exceedingly detrimental to cane growth, and the necessity for judicious drainage is undoubted During the present season, regarded as a very fair one in the sugar districts, good rain fell in January and February, a little in March, more in April and May, and during the winter months serviceable showers were experienced almost at fortnightly intervals To deal thoroughly with the question of irrigation, however, an exhaustive article would be necessary, and besides, in India, the home of irrigation, the matter has been brought far more up to date than in Queensland.

3.—Steam ploughing There is little or none in the cultivation of sugar at present, the chief reason being the question of expense. Where the areas are small the steam plough is not serviceable by reason of the number of headlands that are necessary, and the sugar districts, being so far from coal mining localities, are not abundantly supplied with fuel. On many of the plantations they were tried long ago, but the machines have been put aside and are now lying idle Again, so many different ploughs have been introduced to cover the whole of the work that the ground is ploughed and reploughed on the best plantations in so many different ways that the plain mould-board system does not save much time, unless the area of each field is very great.

4.—Planting the canes: Cane plants are the top joints of the stalks, taken from the finest lengths and best varieties of cane grown the previous season. That is, the cane is planted in March and August, the March cane being cut for crushing in July or August of the following year, when most of the mills generally start operations, while the cane planted in August is cut in November and December in the following year. The best of the cane cut in the latter month is reserved for planting, according to the area required, about from two to three tons of plants going to the acre on the average according to scrub or forest land. The practice of using *any* portion of the cane for plants is a decided blunder. Care must be taken to select the springy part near the top. In most districts in Queensland a length of about 18 inches, just below where the "cabbage" or leafy top ends, is cut off the stalk, the cane of course having been previously "topped" in the way of ordinary harvesting There is no reason, however, why a great deal more of the top should not be taken than is the custom In Honolulu and other places where cane cultivation is carried on most successfully and on most modern and scientific lines, the upper portion of the stalk is just cut sufficiently deep and near the hard cane formation to prevent shooting at the end, and again cut at the second or third visible point (assuming that the cane has been stripped of the dry leaves as high up as possible, that is, "trashed,") thus forming a plant ready for use it may be 14 or 18 inches long according to the length of the joints, and this should never exceed three, or four at the outside, which can be got from some varieties of cane without waste There is no need to waste the cane in cutting plants, but only to take so much as is of no use for manufacture, containing no sucrose. The advantage of the cane top or terminal buds over other portions of the cane is an early, vigorous spring, with a rapid continuity of growth, producing in the end a fully matured and robust cane Other portions of the stalk may be grown equally as well perhaps, but the spring is considerably slower and the resulting tonnage much less. Care should be taken to select plants from canes entirely free from "gum" or disease of any kind, as a few plants will spread disease over a whole field in time The plants should be placed in a deep, well opened drill, two abreast, 18 inches apart, with "eyes" (little buds at the joints) on side in one direction and covered as the nature of the soil and prevailing weather may suggest. If the "eyes" on the plant are good only one plant need be dropped. After a spring a light moulding may be given, but the drills at this stage must never be broken in or levelled off The method of planting is for the black boys to go out into the field with small bags full of plants over their backs, and walk down the rows as directed carefully dropping the lengths into the drill at the distance above stated, which they soon learn to do. The ground must of course be thoroughly tilled before planting

5.—Manure In Dr. Maxwell's report upon the Queensland sugar industry, upon which all late improvements in cultivation have been based, the question of past failure in raising abundant crops, the exhaustion of the land, and poor quality of the cane, is all summed up in the evidence he obtained regarding the want of manuring to all the farms and most of the plantations in the north. Personally I know some plantations that are now lying idle where successive crops were reaped for a period of 28 years without any manuring whatever to speak of. Nothing was given back to the land for all that was taken from it, and consequently the land was impoverished Now artificial manuring has become a necessary part of the work on almost every farm of any extent, while

"green" manuring is also being largely adopted. The old idea of robbing the soil of elements by cropping without restoring any is recognised as disastrous, but the lesson has only been learnt by bitter experience in many cases. Still in many places the former careless waste of manures exists. The trash is still burnt, thus scattering to the winds the nitrogen and humus matter intended for the soil, and exposing the ashes also to being frequently blown away. The coarse molasses leaving the mills, which also contain notable quantities of the vital elements taken out of the soil, are found running to waste instead of being returned to the lands. The filter press refuse, rich in elements that the soil needs, is also wasted instead of being carefully reserved. The principal manures (artificial) used upon the land for cane are sulphate of ammonia, sulphate of potash, and superphosphate, as follows —

Manure	Quantity per acre	Price per cwt
Sulphate of potash . .	One cwt	R 15 per cwt.
Superphosphate	Three „	„ 5 „
Sulphate of ammonia . .	One „	„ 15 „

Green manuring has been extensively gone in for of late, planting the cane area after the third ratoons have been taken off with such greens as are most likely to replenish the soil with some valuable plant foods, while taking little of what the cane really requires This saves expensive manuring, and also provides valuable fodder for stock, or the greens can be ploughed in afterwards and used as manure that way. These green manures are mostly cow-pea, velvet-bean, and other such fodders, while lupins have been urged by a great many as fertilizers The advantage of both artificial and green fertilizers may be not so much the supply of plant foods not otherwise to be obtained from the soil by the cane, as the changing of unavailable into available forms of plant food. Sulphate of ammonia supplies the most expensive of all plant foods—nitrogen, containing about 20½ per cent of this element. Nitrogenous guanos are valuable manures again, also dried blood, kainit (the most common product of German potash mines) bone dust, and nitrate of soda. Farm-yard manure can be used without restriction or be mixed with any of the fertilizers already mentioned. No matter how well the land bears at the start, after the third ratoons have been harvested, manure should be liberally supplied. Such outlay will bring its own reward.

6.—Cultivation before and after planting: On this question an exhaustive article could be written without dealing too much with any portion of the necessary field work. The modes of handling the land here have for a long time been crude and superficial. In the deepest soils ploughing has been shallow, and more adapted for cereals than for the larger and wide reaching root of the cane in its search of food. A thorough preparation of the ground before planting, meaning the turning over of the surface soil to a depth that its staple will bear, from nine inches to two feet, and the movement of the sub-soil, followed by cross-ploughings and deep cultivation, is the ground work of the crop. Deeper cultivation of course depletes the ground of its stock of plant food rather than adds to it, as the crop is larger and more completely robs the land of what it contains, so there is need for good manuring where there is the best cultivation. In some sugar growing districts familiar to the writer soils yielding the largest crops receive the heaviest applications of manures in return. Shortly, however, the ground is generally ploughed twice after being broken up, harrowed and cross-ploughed, being finally ridged

and drilled in rows in the ordinary way of planting most other crops. The plants are dropped in the hollows left on the top of the ridges and afterwards covered in to the depth already stated. This is all done with the plough, except the planting of course, which is done in the way described elsewhere in this paper. The young cane should be kept free of all weeds until it covers the ground, and should be regularly cleaned afterwards until about four or five feet high. Up to that time the horse can go through it with the scarifier, the rows being about four feet apart. With a small plough, when the cane is about two feet high, the soil on each side is turned over on to the roots After the cane is cut, and this must be about two inches under the ground, and the tops taken off, the plough goes between the rows and the soil is again thrown over the roots. The cane is not planted again, that is, but the roots are allowed to grow again, the same process of cleaning being gone through. The cane has been cut and again allowed to grow without planting, and yet again, so that one planting really does for four crops. This system is known as "*rattooning*," which has meant that ploughing after each crop shall not be done, and that the old root system of the previous crop shall be left practically undisturbed, but modern agriculture is against this. The cropping should not go further than second rattoons, or else a great falling off in yield will result by reason of the depletion of the soil. And even if allowed to go this far, the cultivation should be rigid, so that the soil should again be disturbed to a good depth, and the exposure of the earth, containing the dregs of the previous crop, be exposed to the oxydising and sweetening action of the sun and air The plants should be kept thoroughly clean with the hoe, and the first rattoons will then yield a crop not much behind the first. After the second rattoons have been harvested, the ground should be thoroughly ploughed and manured again, and care taken to have the row where the drill formerly was, so that the plants this time really have fresh feeding ground, and this should be done at every alternate planting. Scientific agriculture is opposed to continuous rattooning, as it means the impoverishment of the soil to very little purpose. The best experts are against more than two crops being reaped without replanting and plentiful manuring. The various methods of disc ploughing and uses of other cultivators would take too long to detail here.

7.—Best varieties of cane. Different canes give different results in different soils and climates. In North Queensland some hundreds of different varieties of canes have been tried with more or less success, and the farmer can only decide for himself by experimenting on his own ground It is generally admitted here that the Rappoc, commonly known as the Rose Bamboo, (because of its hard outer cover), is the best cane for the mill, containing the most sucrose, and being the best disease resisting. As a farmers' cane, by reason of weight and length, the Tanna varieties are considered the best and are mostly grown in the north. Several New Guinea canes have been found to yield good results, while other good seedling canes are the White Bamboo Singapore, Bourbon, and Demerara varieties, all largely grown and mixed in the same fields. There is seldom the careful selection of plants there should be, as has been already pointed out.

8.—Labour: For many years the great drawback to the proper carrying on of the sugar industry in Queensland has been the short supply of suitable labour. Experience among the cane teaches that beyond a doubt white labour is not suitable for field work; black labour must be employed. The South Sea

Islander predominates in the cane fields here, and of all the Kanakas the Solomon Island "boys" are preferable. When I speak of "field-work" I refer specially to planting, hoeing, cutting, and loading the cane. Here all ploughing and harrowing and all the more skilful work is done by the white man, it being against the regulations for the Kanaka to touch the plough or to be allowed to attempt skilled labour at all. The excessive heat and stifling closeness of the cane itself makes it almost impossible for the white man to stand the work of cane-cutting long, and where gangs of white men have been employed to cut and load the cane on the plantations when black labour was very scarce (all the Islanders having to be indented at the planters' expense) failure has inevitably been the result. I have known white men receive board and *2s. 6d.* a ton as wages on the plantations for cane cutting, but they had to leave it. Javanese, Malays, and coolies mix with the Kanakas at this work, but with the cane-knife or the hoe the Kanaka is super-excellent for some reason or other.

The wages paid now are high, owing to the scarcity, good steady Islanders receiving £26 per year, paid half-yearly, being of course clothed and fed at the expense of the plantation, (two suits of dungarees per year). This amounts to 10*s* per week, which is considered very expensive working, but the Kanakas can demand this owing to the diminishing number of them. A good Kanaka can perhaps cut and help to load four tons of cane per day, according to the thickness of growth, and whether the cane has been first "trashed" (stripped of long dry leaves).

9.—Number of labourers per acre. Latest statistics show that in the sugar fields one coloured labourer is employed for every ten acres under cane, that is, taking an all round average for all field work in which the Kanaka is employed on the plantations.

10.—Weight of cane and sugar produced per acre in a normal season. Naturally the yield of cane and sugar per acre depends altogether upon the quality of the soil, the method of cultivation, and climatic conditions, and even in the same district the differences in the yields would surprise the non-acquainted. The principle of obtaining good crops is this:—Plant cane wholly free from disease or which has inherited bad qualities, (which can be easily ascertained, of course, by examination), in land which has been thoroughly tilled and replenished with the necessary elements of plant food, and keep free from weeds. It is necessary to lay great stress upon manuring, even from the very start, and if careful cultivation is seen to, the harvest will every year abundantly repay labour and expenditure. In Queensland the average yield per acre has been reduced very low, and of late seasons has gone over 12 to 15 tons of cane. Good ground, and subjected to the attention already referred to, should not yield less than 40 tons of cane to the acre, and this, at the average price, 14*s* per ton, cannot be considered a poor asset. In some districts in Queensland, years ago before the land was impoverished, 40 tons to the acre was a common crop, now it is an extraordinary yield. More than 60 tons to the acre was frequently recorded, but owing to deterioration in cultivation and the utter absence of manure on the land, those days have gone, though they may yet return under the new conditions insisted upon by Dr. Maxwell, the recently appointed sugar expert for Queensland. In Honolulu, where Dr Maxwell revised the whole system of cultivation and manufacture of

NOTE.—The falling off of the crops of 1897-8 was wholly due to the great drought that lasted through the year. The crop 1898-9 also suffered through drought.

sugar, 120 tons to the acre is often realised. The following table will shew the comparative yield of the Hawaiian sugar crops for five years as regards sugar, tons of cane not being reckoned here —

Year	Acres	Total tons of sugar	Yield per acre lb sugar
1894-5	47,339½	153,419½	6,472
1895-6	55,729	227,093	8,184
1896-7	53,825½	251,126	9,331
1897-8	55,235½	229,414	8,306
1898-9	60,308	282,807	9,378

In Queensland for the past two years the yield of sugar per acre has only averaged a little less than two tons, but the following table, showing the yield of cane and sugar in the northern districts, will be more explanatory. The amount of cane taken to make a ton of sugar is also shown —

Northern Queensland Sugar Averages 1899

District	Tons of cane per acre, crushed	Tons of sugar per acre, crushed	Tons of cane per ton of sugar
Ayr	13 86	1·35	10 30
Bowen	11 93	0 90	13·27
*Cairns and Douglas	19 52	2·15	9·08
Ingham and Mourilyan	14 54	1 72	8 45
*Mackay	9 09	0 96	9 51

* These are the largest and most important districts in the north

It must be stated that 1899 was a very poor season, the density of the cane was low, the yield small, and the poor quality of the cane rendered it necessary that a great deal more than usual should go to the ton of sugar. With the improved methods of manufacture never more than eight tons of cane should be used per ton of sugar, though of course this is largely brought about by economical management Good cane, well up in density and from an average crop, will not go higher than nine tons to one of sugar, and then the maceration would not be high .

11.—Cost per ton of producing cane in a normal season : Once the farm is established, the cost of producing cane under ordinary conditions may be reckoned at from 9*s* to 11*s* per ton, and at *that*, cultivation of the first order, to ensure an excellent crop, can be gone in for The cost of manufacture has been reckoned at from 14*s*. to 15*s* per ton with the most modern machinery Of course every year the conditions may differ, but with cheap labour and improved machinery the cost of cultivation may be kept pretty well uniform and not above the highest amount stated. Every country must be guided by its own natural resources, labour, soil, and climate, and last, but not least, its practical conditions, which frequently place difficulties in the way which are only overcome by great patience and perseverance.

12—Cost per ton of sugar manufactured in a normal season : The question has already been dealt with, and the cost stated at from 14*s*. to 15*s*. a ton In Barbadoes the cost has been reckoned by experts at 5*s* 5*d*. per ton, labour there being very cheap. In some of the mills here the cost of manufacture has gone as high as 17*s*. 6*d*. and even £1 per ton, but this should not be, provided fuel is to be reasonably obtained and ordinary economy practised

Production can be easily kept down to these amounts with the most modern machinery. Of course, in some of the mills even now the equipment is not of the best, and the cost of manufacture every year is considerably over £1 per ton.

13.—From 7 tons 12 cwt. to 11 tons of cane are required to produce one ton of sugar as already stated. A good average is between 8 and 9 tons of cane to one ton of sugar.

14—Machinery This question is too exhaustive to deal with in limited space as so many different firms supply different parts of mill equipment, and there must needs be so many different kinds of machines in the mill. There are the roller engines, shredder, pumping "triple effect," filter presses, centrifugals, and vacuum pan, etc, and the makers are too numerous to mention here. Some well-known firms who supply sugar-mill machinery are the Sangerhauser Engineering Co Ltd, Berlin, (Wehl & Co, Melbourne, Agents), Pott, Cassels & Williamson, Glasgow, Watson, Laidlaw & Co, Glasgow, Walkers Ltd., Maryborough, Q'land, and Smellie & Co, Brisbane. Communication with the Manager of Walkers Ltd., would secure particulars of all the different kinds of machinery required The central mills, for the construction of which money is advanced by the Government through local companies, in which most of the principal farmers are shareholders, are all well equipped now, and the whole process of manufacture has been brought to a state bordering on perfection.

15.—Cutting So far no machine has yet been tried with anything like success in the way of harvesting cane A few machines have been experimented with in Queensland and a good many in the West Indies, but the great question of cane cutting by machinery has not been solved. Nor in the writer's opinion will it ever be successfully carried on, by reason of the fact that no receiver could ever be made adequate to bear the weight of as much cane as the length of a row of cane would mean, and because the cane has to be cut below the ground, about two inches No stubble must be left showing, so nothing in the form of a knife would suit as worked by machinery. Again, only a poor crop could be harvested however strong the cutter or receiver might be, for, if the crop is any good at all, the stalks are lying all over the ground, and the cane resembles jungle The cane bends over and twines in and out and is far too thick and heavy to get a machine or horses through. Cane cutting is done by hand, and this is the only sure method A cane-harvester would undoubtedly be a boon if guaranteed to reap any great amount without continual unloading, but the necessity for getting below the ground, and the weight of the crop, have so far barred the passage to success.

General Remarks

There are so many other questions to deal with, especially under the new régime which has been inaugurated in the direction of scientific agriculture, improvement of canes by chemical selection, insect problems, fertilizing improvements, the progress of agricultural chemistry, methods of making use of the after products, and chemical control in the mills, etc, that the whole matter could only be dealt with even concisely by a series of articles on the cultivation and manufacture of sugar—say in Queensland Under the questions suggested only the rudiments of the industry, so to speak, have been dealt with. The

writer would advise that Dr. Maxwell's report on the sugar industry in Queensland be procured and studied, so that in India the industry might be started if need be upon modern and improved lines at once, without the wasted experiences which have characterised the growth of the industry in this country. The presence of an expert to begin with could not but be advantageous to all concerned, and the money expended in such a manner, and by the establishment of a few experiment stations, would be well spent indeed and economical in the end beyond all first calculations.

[Appendix No. 6]

Notes on Sugar cultivation in the Straits by Mr. Jules Martin of Messrs. Huttenbach Liebert & Co., Penang.

1.—The area under sugar acreage in Province Wellesley is about 7,000 acres, in Perak, about the same, but the cultivation there is extending.

2.—The cost of cultivating and cutting per acre is about $50.

3.—20 to 30 tons of clean cane without tops are yielded by one acre

4—Eleven tons of cane make one ton of sugar on a fair average.

5—One and a half to two tons of raw sugar may be taken as the yield per acre on the average.

6—Steam ploughing is not practised. At the present rate of wages hand cultivation is considered to be cheaper than the steam plough, A steam plough was introduced here some years ago for the purpose of ploughing paddy fields, but it proved too costly and was abandoned.

7.—The cane occupies the ground for twelve months.

8.—Manure. Fish manure, sulphate of ammonia, phosphates, guano, lime, pea and rape cake, Thomas' cane manure. The cost per acre is from $15 to $30 according to requirements.

9.—The rainfall is from 6 to 16 inches per month, yearly rainfall 90 to 100 inches. The greatest fall is in April and May, October and November, the driest months being January, February, March, and July.
Temperature 84° to 92° in the shade.

10.—Irrigation is not practised. The Perak Government are now undertaking a scheme for irrigation in the Krian district, but it is meant more for paddy cultivation.

11.—Method of planting The canes are planted in trenches six feet apart, 2 or 3 inches deep, the tops being 18 to 24 inches from point of one to the other in the trench, planted nearly level As the plant grows, the soil is moulded up from time to time until it forms a bank to support the cane, care being taken as the work progresses that the dead leaves are removed. About 4,000 tops will plant an acre.

12.—Varieties of cane. In Province Wellesley and Perak, only the striped Bourbon and the so-called yellow Mauritius are planted. The Otaheite is more for eating and the Selangore has completely died out.

13.—Method of planting : Cuttings generally. Seedlings have been tried on a very small scale but have not been the success that was expected of them.

14—Coolie wages In Province Wellesley from 17 to 19 dollar cents per day, in Perak from 18 to 40 dollar cents per day. Tamils from the Madras Coast are employed In importing them, the estate gives a free passage and other charges, amounting to about $24 per head, house and water-supply are given gratis, in sickness, they are cared for in hospital and fed free of all charges, for which they agree to work 600 days, after which, they are free agents It would pay an estate, to be free of these encumbrances, to pay 25 dollar cents per day to free men if they could be procured and depended upon to work regularly.

14—A good coolie can easily cultivate an acre

15—The plantations vary in sizes from 100 acres up to 2,000 acres.

16—Method of manufacture As a rule, each estate manufactures its own produce Two estates belonging to one Company now send all their canes to one factory. On some estates, Chinese squatters are encouraged to plant and sell the *juice* to the estate at a price per gallon. During the growth of the cane, the squatter is paid $3 per month to supply himself with food, the advances being deducted on settling day

17—The cost of manufacturing per ton apart from cultivation and cutting is about $15 to $17 per ton

18.—Machinery Europeans use the very best machinery, consisting of double mills, rollers 7 feet long and 31 inches in diameter with engines of about 40 horse power driven by steam 60 @ 80lbs per square inch generated either in multibular or water tube boilers, steam clarifiers, juice heaters, vacuum pans triple effets, and Westons' centrifugals. Chinese use buffalo mills with stone rollers and boil their sugar in open pans, producing low class, namely, brown sugar. The outturn per day ranges from 1 ton on the small Chinese estates to 10—40 tons on the European estates.

Production—The present production of sugar in Province Wellesley and Perak is estimated at 10 to 12,000 tons of white sugar no. I, 3,000 tons of white sugar no II, and 10,000 tons of brown sugar. These are the only three kinds of sugar produced

No I white sugar has been contracted for at $7 per picul, and no. II at $5, while brown sugar sells at $4—$4½ per picul.

[Appendix No. 7]

Notes on Sugar Cultivation in Mauritius, by Messrs. Scott & Co, of Port Louis, dated October 4, 1900

1—The average temperature and rainfall in the sugar growing districts varies considerably

2.—Irrigation is resorted to, only in a few places. Water is taken from reservoirs and run into the fields. Water concessions are very difficult and complicated.

3.—Steam ploughing is not practised, the nature of the land not admitting of steam ploughs. In free soil without rocks, horse ploughs and hoes are used.

4.—The canes are planted generally in lines 4′ 6″ or 5′ apart, in holes 15″ or 18″ by 9″. Some planters prefer 15″ × 15″ where practicable Cane tops, that is, the three or four top joints are planted, but sections of the cane containing two eyes each are often used.

5.—The employment and nature of manure depend on the soil, where there is abundance of lime, much chemical manure can be saved For virgin cane 10 to 15 tons of stable manure is used, and 2½ to 4 oz. chemicals per hole. Nitrates are most important, with potash, and phosphoric aid according to soil

6.—Cultivation before and after planting. The land must be cleaned and holed for planting, immediately after cutting, the fields should be cleaned up, the straw on the fields banked, and the young ratoons receive 2 to 4 oz. of chemical where needed.

7.—Many descriptions of cane are used, the principal varieties being Big Tanna, Port Mackay, Lousier, Iscambine, Bamboo, and Bois Rouge. Many varieties of seedlings have lately been introduced.

8.—The labour employed is that of Indian coolies under contract of service for 5 years at R5, 5 50, 6, 6·50, and 7 per mensem respectively, with rations.

9.—The number of labourers employed is, on the *area cut*, about one man an acre, where there is a factory. Where there is none, about one man to 2 acres, or less, it depends on the nature of the ground.

10.—In a normal season 30 tons per acre for virgin and 20 for ratoons is a good average yield With sweet canes and a good modern mill, 10 per cent on the weight of the canes is a very fair yield.

11.—The cost per ton of producing cane in a normal season is R7 to R8 per ton delivered to the mill according to district and class of cane.

12.—Cost per ton of sugar manufactured R100 per ton is very cheap, but occasionally done, R120 to R140 is a more frequent average, about R130 for the whole island.

13.—From 10 to 12 tons of cane are sometimes required to produce one ton of sugar, according to canes and mills, but generally a ton of sugar is produced from 9 tons and even less of cane.

14.—Machinery: modern sugar machinery, of the latest type, is alone worth mounting, the more powerful the factory the cheaper the cost of production.

15.—Cutting is done by hand labour.

[Appendix No. 8]

The Sugar Industry in the North-Coast District by J. A. Despeissis, M. R. A. C.—(*From the Agricultural Gazette of New South Wales, January 1891*)

The sugar cane industry has been introduced for the last thirty years in the north-coast district, during which time it has experienced many fluctuations, and it may safely be said that it is only recently that this important industry has been placed upon a sounder basis, and is extending every year its scope and range of operations After a hard and toilsome beginning the price of sugar suddenly went up so high, and reached such a figure (over £30 a ton) that many farmers who possessed a sufficient acreage of land put up a small sugar-mill and manufactured their own sugar instead of selling the cane to central mills There was a sort of fever all along the northern rivers, and people who knew nothing of the sugar-cane, and of the extraction of sugar from its juice, boldly embarked in the venture; mortgaged their property, and obtaining money from banks, put up crude, inefficient, and quite inadequate small mills, which wasted more sugar than they actually manufactured

On the price of the produce going down to the usual level again such mills could not crush any more to advantage, and some frosty seasons having set in, many of these properties fell into the hands of the banks, most of the mill-owners paying dearly for what little experience they had acquired in the manufacture of cane sugar Just at present that industry is very flourishing under a system of small farms, and large central factories, where the canes are sold at a fixed price.

These central factories are mostly in the hands of a few powerful Companies, and though they grow canes of their own, most of their needs are supplied by their clients, who are paid a fixed and what I consider a handsome price for the raw material The farmer, on the other hand, undertakes to grow a certain area of land, with varieties of canes approved by the companies for a stated period of years

This system of having the two businesses entirely separate is by a long way the best so far as the sugar industry is concerned. The planter is thus independent of the fluctuations of the market, he has more time to give to the proper cultivation and improvement of his farm, and is repaid at the time of the cutting, on a settled basis, according to the nature of the season and the amount of industry he has displayed The manufacturer, on the other hand, by treating a considerable quantity of cane, can put up powerful and efficient machinery which will do the work more expeditiously, more efficiently, and more economically— three considerations of the utmost importance in the process of extraction of sugar from cane. He can, besides, by utilising the services of a qualified staff of chemists, boilers, and engineers, obtain the best possible results from his mills, and modify the grade of the produce according to the demand of the market.

From personal experience, I can state that the great mistake made in Mauritius, Réunion, and also in several of the West Indies Islands, where sugar

estates are larger than in New South Wales, and measure from 350 to 800 acres and more, was in the planters not amalgamating to put up central sugar factories but each one crushing and manufacturing his own canes. Thus it came to pass that many planters, with little or no agricultural, chemical, and engineering knowledge, had to face, almost constantly, difficulties beyond the training they had received. As a consequence, a great many of them sought advice from not always scrupulous agricultural chemists, or importers of costly patented machinery, eager to sell, the result being in many cases that all the profits made at the end of the season's crushing went to pay for the heavy manure bills, often quite inappropriate to the requirements of either soil and crop, and also the capital, with interest added, invested on the expensive pieces of machinery

Besides these evils, others of a different nature severely handicap the sugar industry—that is, the free and easy way which characterises the working of the plantation and sugar-mill Cane requires, unfortunately, to grow to perfection, a forcing climate, which has upon men an unmistakably depressing influence, and until lately, waste of energy and waste of material was of common occurrence The great and prolonged crisis, which has menaced not long ago the colonial sugar industry, has, at least, had this good result, that things are now managed, on a great many sugar estates, in a quite different style than they used to be, and that planters are alive to the fact that to compete successfully against the sugar beet, they must show an equal degree of industry all through the periods of cultivation of the cane and processes of manufacturing of the sugar

I readily acknowledge that in all the various sugar-producing countries I have visited—either Mauritius, Reunion, or India—I have never seen such luxuriant canefields as those I have seen on the banks of the rivers and creeks of this North-Coast District, where crops weighing, when cut, 40, 50, 60, and 70 tons of canes fit for the mill, are of common occurrence I was even shown a few patches, here and there, which yielded this season, more than 80 tons to the acre, and crops have been known of 100 and 105 tons to the acre, in particularly favourable seasons These canes are from sixteen to twenty-two months old, and the heaviest crops recorded on the Tweed, the Richmond, and the Clarence Rivers have been from the varieties known as "Rappœ," or Fiji, and "Mauritius Ribbon."

The system of cultivation, however, with few excptions, has nothing particularly commendable in itself, and it may be said that these satisfactory results are almost entirely due to the natural suitability of both soil and climate for the plant As a rule, the farmer contents himself with giving to the land a shallow ploughing, 7 or 8 inches deep, he runs the harrow over the sods, places the sets in the furrows he has previously opened at distances varying from 3 ft ×6 ft. to 5 ft.×5 ft.; scarifies the land once and in more rare cases twice, then lets the plants grow He often goes to the sugar mill, with which he has passed a contract and gets an advance on his plantation, whilst the plants are growing he strips the dead leaves, or more often does not trouble to remove them When the canes are ripe, the Sugar Company send round gangs of cutters and punts to take away the crop, which is weighed at the mill, and the farmer then gets a cheque for the balance of the money due to him, or for the whole amount of his crop's worth. The price paid by several mill-owners is exceedingly handsome, being at the rate of 10*s* to 12*s* per ton of cane, the Company doing the cutting and the hauling. It will be readily imagined that, at the rate,

few crops giving so little trouble will be found more payable, in the North-Coast District The hauling is done by bullock or horse carts, or in the Company's, punts, which contain from 50 to 55 tons of canes. The canes are cut and put on the punts one day, the punts are taken to the mill the next day, and on the third day their contents are discharged on the cane carrier, which brings them to the rollers When the distances are somewhat considerable, or if a Sunday intervenes, the canes are not crushed till four or five days after they have been cut, thus causing in hot weather, and with canes which have been injured, a notable interversion of the crystallizable sugar into glucose.

FIRST FORECAST OF THE OILSEED CROPS OF BENGAL, 1900 1901

THE following is published for general information

F A SLACKE,
Secy. to the Govt. of Bengal

The 25th February 1901.

DEPARTMENT OF LAND RECORDS AND AGRICULTURE, BENGAL.

First Forecast of the Oilseed Crops of Bengal, 1900-1901.

Explanatory—This forecast furnishes preliminary estimates of the area and outturn of the different varieties of oilseeds grown in this Province

Character of the season—The rainfall during the monsoon season of 1900 was capricious and irregular In the Burdwan, Presidency, and Orissa Divisions it was exceptionally heavy, while in several districts of North and East Bengal, it was more or less in defect. The fall in September was copious and general, and in the three Divisions named above, it was so heavy as to cause a serious flood. In October, however, the fall was everywhere below the normal, while in November the rains practically ceased all over the Province The fall in December was also deficient and badly distributed, and the rain in January and February has been somewhat in excess of the requirements of some districts On the whole, the season has not been a favourable one for the oilseed crops, as they have suffered from an excess of rain in many tracts, while in others they have suffered from drought.

Area sown—The normal area under the different kinds of oilseeds in these Provinces is returned by the local authorities as 4,014,700 acres, out of which only 3,645,600 acres have been brought under cultivation this year

The difference is to a great extent to be accounted for by a reduction of area in the district of Hazaribagh by over 200,000 acres, due to a revision of figures in the current year. The Deputy Commissioner will be asked to revise his normal areas when submitting the final forecast There has also been a decrease of nearly 100,000 acres in the district of Bogra.

The area sown with these crops last year was approximataly 3,632,400 acres, with which the figures for the current year compare favourably.

Character of the crop.—From the annexed statement summarising the district returns, it will be seen that out of the 45 districts in the Province, only 11—Birbhum, Dinajpur, Darjeeling, Gaya, Saran, Champaran, Muzaffarpur, Bhagalpur, Hazaribagh, Manbhum, and Palamau,—anticipate an outturn of 100 per cent. or over. In 21 other districts, an outturn of between 80 and 99 per cent. is estimated, while nine others return a crop of between 60 and 79 per cent. The estimated outturn in the remaining four is below 60 per cent., Jessore, with 46 per cent., shewing the poorest outturn of all. For the Province, as a whole, the percentage, according to the district estimates, amounts to 87 per cent. of a normal crop. Making the usual allowance for the tendency to under-estimate which is observable in many of the district returns, and in view of the nature of the season, it may be anticipated that 90 per cent. of a normal crop will eventually be harvested.

G. C. DUTT,

Asst. Director of the Department of Land Records and Agriculture, Bengal.

(Countersigned).

P. C. LYON,

Director of the Department of Land Records and Agriculture, Bengal.

CALCUTTA,

The 17th February 1901.

First forecast of the Oilseed Crops of Bengal, 1900-1901

1	2	3	4	5	6	7	8	9	10	11	12
Division.	District.	Total area of the district.	Total estimated area under cultivation.	Names of oilseeds.	Approximate normal area under oilseeds.	Approximate area sown last year (1899 1900)	Estimated area sown this year (1900 1901)	Taking 100 to represent the normal outturn per acre, how much represented the outturn last year (1899 1900)?	Taking 100 to represent the normal outturn per acre, how much will represent this year's outturn (1900 1901)?	Remarks by District Officers.	Remarks by the Department of Land Records and Agriculture, Bengal.
BURDWAN.	Burdwan ...	1,726,080	1,264,200	Linseed ...	Acres. 28,200	Acres 26,600	Acres. 25,000	100	53	Want of rain at the sowing time in the Kalna subdivision, and excessive rain in September last in the Katwa subdivision, have prejudicially affected the area and outturn of the oilseed crops.	
				Rapeseed and mustard.	23,700	23,600	21 800	99	60		
				Til { Rabi	100	100	100	90	80		
				Til { Bhadoi	3,400	3,400	3,400	100	99		
				Other oilseeds ...	1,700	1,700	1,700	95	96		
				Total	57 100	55,400	52 000	99	64		
	Birbhum ..	1,121,920	908,600	Linseed	800	800	800	*75	100	The last rain has done much good to the *rabi* crops.	
				Rapeseed and mustard.	2,000	2,000	2,000	75	100		
				Til—Rabi	400	400	400	75	100		
				Total	3,200	3,200	3,200	75	100		
	Bankura ...	1,077,430	642,800	Linseed	1,000	1 600	1,600	88	75	Owing to the failure of the winter-paddy an area in excess of the normal has been cultivated with oilseed crops during the year. The bad weather since the beginning of January has injured the outturn.	
				Rapeseed and mustard.	7 000	8,700	9,000	58	75		
				Til { Rabi	2,700	3,700	3,700	88	75		
				Til { Bhadoi	3,300	4 100	4,900	88	75		
				Other oilseeds	8 000	7,000	8 000	58	75		
				Total ...	22,000	25,100	27 200	88	75		

1	2	3	4	5	6	7	8	9	10	11	12
Division.	District.	Total area of the district	Total estimated area under cultivation	Names of oilseeds	Approximate normal area under oilseeds.	Approximate area sown last year (1899-1900)	Estimated area sown this year (1900-1901)	Taking 100 to represent the normal outturn per acre how much represented the outturn last year (1899-1900)?	Taking 100 to represent the normal outturn per acre how much will represent this year's outturn (1900-1901)?	Remarks by District Officers	Remarks by the Department of Land Records and Agriculture Bengal.
					Acres	Acres	Acres				
BURDWAN (concl'd)	Midnapore	3,292,800	2,190,600	Linseed	15,[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	The flood of September last gave ... moisture and caused the extension of ... cultivation to a larger area than the normal. The outturn however has been poor this year on account of the rain in December and January	
				Rapeseed and mustard	3[illegible]	[illegible]	[illegible]	75	[illegible]		
				Til { Rabi	20,7[illegible]	21,6[illegible]	21,2[illegible]	84	88		
				Til { Bhadoi	1[illegible]	12,[illegible]	12,[illegible]	87	77		
				Other oilseeds	21,000	1[illegible]	1[illegible]	62	6[illegible]		
				Total	[illegible]	[illegible]	[illegible]	81	[illegible]		
	Hooghly	1,087,360	702,300	Linseed	2,700	2,1[illegible]	2,1[illegible]	81	[illegible]3	Rainfall in the latter part of December and in the first week of January ... at the time of flowering has affected the outturn.	
				Rapeseed and mustard	4,200	3,700	3,70[illegible]	8[illegible]	83		
				Other oilseeds	2,000	1,500	1,200	83	[illegible]8		
				Total	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
PRESIDENCY	24-Parganas	1,364,640	1,109,00[illegible]	Linseed	1,6[illegible]	1,[illegible]	1,0[illegible]	100	[illegible]3	The decrease in the estimated area and outturn as compared with those of the previous year is due to the want of seasonable rainfall in October last.	
				Rapeseed and mustard	1,2[illegible]	1,2[illegible]	[illegible]	10[illegible]	63		
				Til { Rabi	8[illegible]	5[illegible]0	[illegible]	100	79		
				Til { Bhadoi	4[illegible]	4[illegible]	1[illegible]	1[illegible]0	6[illegible]		
				Other oilseeds	3,0[illegible]	3,[illegible]	2,[illegible]	1[illegible]	80		
				Total	[illegible]	6,[illegible]	4,8[illegible]	[illegible]	[illegible]		
	Nadia	1,778,150	1,302,000	Linseed	5[illegible],000	4[illegible]	[illegible]	[illegible]	6[illegible]	The decrease in the area sown, and in the expected outturn is due to the heavy rainfall in September and to the absence of rain since then.	
				Rapeseed and mustard	40,[illegible]	[illegible]	2[illegible]	[illegible]	63		
				Til { Rabi	14,00[illegible]	9,[illegible]	7,9[illegible]	73	83		
				Til { Bhadoi	5,[illegible]	3,200	4,4[illegible]	72	75		
				Other oilseeds	15,[illegible]	8,[illegible]	8,9[illegible]	83	67		
				Total	121,000	101,200	9[illegible]	81	64		

PRESI.	Murshidabad	1,873,340	985,500	Linseed	27 000	30 100	30,100	83	90	
				Rapeseed and mustard	19,000	23,500	23,200	83	90	
				Til { Rabi	6,700	8 400	8,200	83	91	
				Til { Bhadoi	1,300	1 400	1,300	85	94	
				Other oilseeds	14,500	19 600	13 700	82	90	
				Total ..	67,500	81,000	80 500	83	90	
	Jessore ..	1 873,000	1 142 000	Linseed	37,200	38 000	35 900	85	27	The decrease in outturn is due partly to late sowing and partly to the want of winter rain.
				Rapeseed and mustard	51,400	45 900	45,100	86	54	
				Til { Rabi / Bhadoi ...	26,900	25 600	23 600	86	63	
				Other oilseeds	6 900	5 900	[illegible] 600	77	40	
				Total	122,000	118 400	110 200	73	46	
	Khulna	3,108,942	870 000	Linseed	4,700	5,200	5 200	91	91	The recent rain is likely to prove beneficial to these crops.
				Rapeseed and mustard	55 000	47 700	47 700	83	83	
				Til { Rabi	5 800	5 000	5,000	75	89	
				Til { Bhadoi	1,500	1,200	1,200	75	76	
				Other oilseeds	5 000	5 000	5 000	80	80	
				Total	75 000	64,100	64,100	79	88	
RAJSHAHI.	Rajshahi ..	1,663,040	1,269,100	Linseed						
				Rapeseed and mustard	5 200	5,100	5,300	94	95	
					112 300	104,200	112 000	93	95	
				Til { Rabi	400	400	400	90	100	
				Til { Bhadoi	3 400	3 400	3 400	[illegible]	100	
				Other oilseeds	1 [illegible]	1 [illegible]	1 [illegible]	95	98	
				Total	122,300	114 100	122 000	93	95	
	Dinajpur ...	2 526 060	1 697,600	Linseed	100	100	100	100	112	
				Rapeseed and mustard	126,000	130,000	130,000	100	112	
				Til—Rabi ..	100	100	100	100	112	
				Total ..	126,200	130,200	130,200	100	112	
	Jalpaiguri ...	1,894,600	1,075,000	Rapeseed and mustard	37 000	28 400	27,500	72	63	The decrease in the outturn is due to unfavourable rainfall in the Alipore subdivision
				Til—Rabi ...	1,300	1,200	1 200	84	86	
				Total	38,300	29 600	28 700	72	63	

1	2	3	4	5	6	7	8	9	10	11	12
Division.	District	Total area of the district	Total estimated area under cultivation	Names of oilseeds	Approximate normal area under oilseeds	Approximate area sown last year (1899-1900)	Estimated area sown this year (1900-1901)	Taking 100 to represent the normal outturn per acre, how much represented the outturn last year (1899-1900)?	Taking 100 to represent the normal outturn per acre, how much will represent this year's outturn (1900-1901)?	Remarks by District Officers.	Remarks by the Department of Land Records and Agriculture, Bengal.
					Acres.	Acres.	Acres				
RAJSHAHI—concld.	Darjeeling	744,960	148,000	Rapeseed and mustard	7 500	7 000	7 000	106	106		
				Total ..	7,500	7 000	7 000	106	106		
	Rangpur	2,231,040	1,602,700	Rapeseed and mustard	198 [illegible]00	168 600	218,600	77	87	The outturn is estimated at less than the normal owing to want of rain.	
				Til { Rabi ..	1 300	1 200	1 300	77	87		
				Til { Bhadoi	100		1[illegible]0		87		
				Other oilseeds ..	1 100	4[illegible]0	2[illegible]0	77	87		
				Total	201 300	17[illegible] 2[illegible]0	220 [illegible]	77	87		
	Bogra	909,760	660 000	Linseed	15 600	15 6[illegible]0	1 9[illegible]0	63	49	Owing to the failure of the autumnal rain there has been a large decrease in the area sown this year with oil seeds and unless sufficient rain falls shortly the outturn will be a poor one.	The reduction in area appears excessive and the Collector will be asked to reconsider his figures carefully before he submits his final forecast
				Rapeseed and mustard	87 000	87 000	14 7[illegible]0	63	50		
				Til—Rabi	14 000	14 [illegible]	2 [illegible]00	63	42		
				Other oilseeds	2 000	2 000	[illegible]00	63	37		
				Total	118 600	1[illegible]8 600	1[illegible]3[illegible]0	63	49		
	Pabna	1,178,880	882,500	Linseed	[illegible]0 400	2[illegible] 400	2[illegible] 900	75	75	The increase in the area is due to the fact that a large area has been sown with oilseeds in the Sirajganj Subdivision owing to the partial failure of the aman crops and a decrease in the cultivation of the jute crop.	
				Rapeseed and mustard	11[illegible] 000	11[illegible] 100	132 100	50	80		
				Til { Rabi	23 500	2[illegible] 000	25 000	75	75		
				Til { Bhadoi	[illegible],600	[illegible] 000	5 000	75	75		
				Total	163 400	16[illegible] 500	186 000	78	79		

DACCA.	Dacca ..	1,780,480	1 213,500	Linseed	7 [illegible]00	4,900	5 200	80	80	The short outturn is due to the want of timely rainfall.	
				Rapeseed and mustard	93,[illegible]00	93 200	94 200	86	81		
				Til { Rabi	12 [illegible]00	1[illegible] 700	10 [illegible]00	97	97		
				Til { Bhadoi	[illegible]	3 [illegible]	[illegible]	96	97		
				Other oilseeds	3[illegible]	[illegible]	3 [illegible]	73	96		
				Total	147 70[illegible]	145 70[illegible]	14[illegible]	83	85		
	Mymensingh	4,052 480	2,405 700	Linseed	3[illegible]	[illegible]00	36 200	80	80	For want of rain in proper time the crop suffered hence the outturn is estimated at less than the normal	
				Rapeseed and mustard	360 [illegible]	3[illegible]	3[illegible] 200	8[illegible]	85		
				Til { Rabi	6[illegible]	70 [illegible]00	73 8[illegible]	84	8[illegible]		
				Til { Bhadoi	7 2[illegible]	2 [illegible]0	2 [illegible]00	68	[illegible]5		
				Other oilseeds	2[illegible]	200	200	[illegible]8	6[illegible]		
				Total	4[illegible]7 [illegible]0	4[illegible]	4[illegible] 900	81	8[illegible]		
	Faridpur	1,460 480	1 007,500	Linseed ..	5 [illegible] 0	5 000	4 500	[illegible]5	60	Want of rain and flood is the cause of decrease in the outturn as well as in the area sown	
				Rapeseed and mustard	42 5[illegible]0	42 [illegible]00	4[illegible] [illegible]00	75	60		
				Til { Rabi ..	1 000	1 000	1 000	7[illegible]	60		
				Til { Bhadoi	6 600	6,[illegible]00	6 6[illegible]0	75	60		
				Other oilseeds	4,500	4 500	4 500	75	60		
				Total ..	59 600	59 600	56 600	75	60		
	Backergunge	2,333,360	1 408,000	Linseed ..	15 000	20 000	20 000	95	95	The area sown this year is apparently normal in all cases excepting in that of linseed which is expanding in the Bhola Subdivision. The outturn of the crop is expected to be below normal owing to want of rain in December. *Rabi til* is reaped in June and it is now too early to say anything about it	The Collector will be asked to revise his figures for normal area if necessary before the final forecast
				Rapeseed and mustard	1 500	1 500	1 500	95	95		
				Til—Rabi	25 000	25 000	25 000	100	100		
				Other oilseeds	6 500	6 [illegible]00	[illegible] 500	95	93		
				Total	4[illegible] 000	[illegible]	53 [illegible]	97	97		
CHITTAGONG.	Tippera	1 894,580	1,188,400	Linseed	6 800	[illegible] 500	5 [illegible]00	[illegible]7	80		
				Rapeseed and mustard	56 200	40 900	40 700	64	98		
				Til { Rabi	23 000	13 900	14 400	92	95		
				Til { Bhadoi	8 8[illegible]0	5 500	6,000	92	91		
				Other oilseeds	400	300	300	58	63		
				Total	96 200	66 100	67 100	83	96		
	Noakhali ..	1 894,880	1 188 400	Linseed ..	15 500	1[illegible] 500	15 600	80	85	The season was favourable to the early cultivation of these crops. If rain falls shortly a better outturn may be expected	
				Rapeseed and mustard	6,400	6 400	6 400	85	85		
				Til—Rabi ...	5 [illegible]00	5 700	5 800	8[illegible]	85		
				Other oilseeds	830	80[illegible]	8[illegible]0	60	65		
				Total ...	28 400	28 400	28 600	81	85		

1	2	3	4	5	6	7	8	9	10	11	12
Division.	District	Total area of the District.	Total estimated area under cultivation.	Names of oilseeds.	Approximate normal area under oilseeds.	Approximate area sown last year (1899-1900).	Estimated area sown this year (1900-1901).	Taking 100 to represent the normal outturn per acre how much represented the outturn last year (1899-1900)?	Taking 100 to represent the normal outturn per acre, how much will represent this year's outturn (1900-1901)?	Remarks by District Officers.	Remarks by the Department of Land Records and Agriculture, Bengal.
					Acres.	Acres.	Acres.				
CHITTAGONG—(concld)	Chittagong ..	1,594,781	506 900	Linseed	500	400	400	80	75	The decrease in the outturn is due to the want of sufficient rain during the year	
				Rapeseed and mustard	4,100	3,600	3,500				
				Til { Rabi	100	100	100				
				Til { Bhadoi ..	100	...	100				
				Other oilseeds	100	100	100				
				Total ..	4,900	4,200	4,200	80	75		
	Patna	1,332,360	993,800	Linseed ..	19,800	20,000	27 000	83	93		
				Rapeseed and mustard.	25 000	21 400	20,500	95	97		
				Til—Bhadoi	2,000	3,000	500	100	100		
				Other oilseeds	12,800	7,900	8,200	97	94		
				Total	59,600	52,300	56,200	91	97		
	Gaya ..	3,015,680	2,207 800	Linseed	63,000	67,000	75,900	101	100		
				Rapeseed and mustard.	17,300	19,000	19,300	101	100		
				Til—Rabi	10 000	9,800	9,800	100	100		
				Other oilseeds ..	78,000	75,300	75,300	101	100		
				Total	168,300	171,160	179,300	101	100		

	Shahabad	2,793 520	1 341 850	Linseed	10,200	9 200	10 200	73	95	
				Rapeseed and mustard.	5,400	5,700	5,300	61	95	
				Til—Bhadoi	800	600	790	65	80	
				Other oilseeds	5 400	2,200	5,400	61	75	
				Total	21 600	17 700	21 600	67	90	
ATNA	Saran	1 696,087	1 352 500	Linseed	26 000	26,800	26 400	90	120	This has been a favourable year for oilseeds.
				Rapeseed and mustard	23 000	23,000	23,000	92	120	
				Til { Rabi	300	300	300	8[illegible]	120	
				Til { Bhadoi	3,000	2,600	2,600			
				Other oilseeds	8 900	10 300	10 300	83	120	
				Total ...	61 200	63,000	63 000	89	120	
	Champaran	2,259,840	1,364,000	Linseed ...	61 600	61 000	61 000	100	100	
				Rapeseed and mustard	24 000	24 000	24,000	100	100	
				Til—Bhadoi	5 000	5 000	5 000	90	100	
				Other oilseeds	1 400	1 000	1 000	95	100	
				Total ...	91 600	91 000	91 000	99	100	
	Muzaffarpur	1,941 254	1 553 300	Linseed ..	41 2[illegible]	41 2[illegible]	4[illegible] 900	90	100	
				Rapeseed and mustard	7 400	7 400	7 400	90	100	
				Til—Rabi	300	300	300	98	100	
				Other oilseeds	6,[illegible]	6 000	6 000	90	100	
				Total ...	54,9[illegible]	54,900	54 900	90	100	
	Darbhanga	2,134,400	1 820 700	Linseed	47 700	47 500	48 300	100	86	Probably the recent rains have improved the prospects.
				Rapeseed and mustard	49 400	47 600	49,000	97	78	
				Til { Rabi	800	800	800	100	94	
				Til { Bhadoi	1 600	1 600	1 600	100	94	
				Other oilseeds	32 [illegible]00	32,800	32 900	94	89	
				Total ...	13[illegible] 300	130 300	132,700	97	84	

1	2	3	4	5	6	7	8	9	10	11	12
Division	District	Total area of the district	Total estimated area under cultivation	Names of oilseeds	Approximate normal area under oilseeds	Approximate area sown last year (1899-1900)	Estimated area sown this year (1900 1901)	Taking 100 to represent the normal outturn per acre, how much represented the outturn last year (1899 1900)?	Taking 100 to represent the normal outturn per acre, how much will represent this year's outturn (1900-1901)?	Remark by District Officers.	Remarks by the Department of Land Records and Agriculture, Bengal
					Acres.	Acres.	Acres.				
Bhagalpur.	Monghyr	2,509,440	15,83,800	Linseed ..	5,000	5,100	5 100	90	97	The oilseed crops have been damaged to some extent by the recent rains.	
				Rapeseed and mustard	8 500	9,600	9 500	90	91		
				Til—Rabi ...	400	500	600	76	93		
				Other oilseeds	8,000	9,100	11 700	83	89		
				Total	21,900	24,300	26 900	87	91		
	Bhagalpur	2,704,640	2,097,000	Linseed	14,100	13,800	13 800	100	103		
				Rapeseed and mustard.	35,300	37 300	37,300	100	97		
				Til { Rabi	500	500	500	100	120		
				Til { Bhadoi	2,400		2,400		100		
				Other oilseeds	17,900	17 000	17,000	100	103		
				Total	72,400	68 800	71 000	100	100		
	Purnea	3,196,320	1,639,800	Linseed	13,700	12,300	12,200	92	96		
				Rapeseed and mustard	131,500	141,000	143,000	88	96		
				Til—Rabi ..	100	100	100	100	100		
				Other oilseeds	2,300	2,200	2,100	97	97		
				Total	147 600	155 600	157 400	98	96		
	Malda ..	1 216 000	672 900	Linseed	10,200	10 000	9 000	100	95	Late sowing and the unfavourable weather at the time of cultivation are the causes of the decrease both in area and in outturn	
				Rapeseed and mustard.	60,000	60,000	50,000	100	88		
				Til—Rabi	7,000	6,500	6,000	100	95		
				Other oilseeds	2,500		2,500		100		
				Total	79 700	76,500	67,500	100	90		

	Sonthal Parganas	3,509,160	1,728 100	Linseed	12 600	9 600	11 600	93	80	The seeds sown did not germinate for want of rain at the outset, while owing to heavy rainfall in September some mustard lands could not be cultivated
				Rapeseed and mustard	84,100	76,300	72,900	82	68	
				Til { Rabi ...	1,600	600	2,200	75	63	
				Til { Bhadoi	5 100	5,100	5 800	98	87	
				Other oilseeds	99,800	96,300	92,900	84	87	
				Total ..	203,200	187,900	185,200	84	78	
ORISSA.	Cuttack ...	2,383,200	1,161,200	Linseed	4,000	4,000	4,000	96	87	Want of rain has caused a reduction in the outturn
				Rapeseed and mustard	13 000	14,000	14,000	90	87	
				Til { Rabi ..	2,500	500	500	99	91	
				Til { Bhadoi	2 700	2 700	2, 00	90	91	
				Other oilseeds	13,000	16 600	16,600	96	87	
				Total	35,800	37 900	37 900	94	88	
	Balasore	1,515,475	837,100	Rapeseed and mustard	6,600	6,900	6,200	100	86	The decrease in the total area and outturn is due to the want of seasonable rain
				Til { Rabi	600	500	400	90	90	
				Til { Bhadoi	1,800	1,100	..	85		
				Other oilseeds	600	1,300	1 700	90	95	
				Total	9 200	9,800	8,300	96	87	
	Angul	1 075 840	260 000	Rapeseed and mustard	7 300	4 200	7 300	50	50	Excessive rain during the sowing season and want of rain in October and November have injured the prospects of the crop.
				Til { Rabi	26 500	12,600	26,500	50	40	
				Til { Bhadoi	8 000	8 000	8 000	50	80	
				Other oilseeds	17,500	2,300	17,500	50	50	
				Total	59,300	27 100	59,300	50	50	
	Puri	1,582,720	812,300	Linseed ...	300	400	500	50	82	
				Rapeseed and mustard	5,800	4,000	4,100	60	90	
				Til { Rabi	400	400	400	62	80	
				Til { Bhadoi	400	400	500	60	80	
				Other oilseeds	1,500	2,000	2,300	60	60	
				Total	6,400	7,200	7 800	60	88	

1	2	3	4	5	6	7	8	9	10	11	12
Division	District	Total area of the district	Total estimated area under cultivation	Names of oilseeds	Approximate normal area under oilseeds.	Approximate area sown last year (1899-1900)	Estimated area sown this year (1900-1901).	Taking 100 to represent the normal outturn per acre how much represented the outturn last year (1899 1900)?	Taking 100 to represent the normal outturn per acre, how much will represent this year's outturn (1900 1901)?	Remarks by District Officers.	Remarks by the Department of Land Records and Agriculture, Bengal
					Acres	Acres	Acres				
CHOTA NAGPUR.	Hazaribagh	4 493,440	2,478,800	Linseed	27 [illegible]	1[illegible]	4 000	53	100	The decrease in this year's areas is due to a revision of figures made in the Giridih subdivision.	A further report regarding the normal areas under the different oilseed crops will be called for.
				Rapeseed and mustard	59 000	60 000	15 900	50	100		
				Til—Rabi	11 000	7 900	[illegible] 600	50	100		
				Other oilseeds	116,[illegible]00	106 000	20 300	48	100		
				Total	2[illegible],500	18[illegible] 800	47 100	49	100		
	Ranchi	4 589,600	2 958,3[illegible]0	Rapeseed and mustard	6 700	100	6,000	10	75	The season is favourable to the crops The figures in column 6 against "other oilseeds" have been revised by the police after careful enquiry	
				Til bhadoi	1[illegible]	10	100	5	75		
				Other oilseeds	150,[illegible]00	1[illegible] 1[illegible]	1[illegible] 000	10	100		
				Total	1[illegible]6,[illegible]00	1[illegible] [illegible]10	15[illegible] 100	10	99		
	Palamau	1 39,209	768,000	Linseed	[illegible]	6 [illegible]	7 5[illegible]	90	100	The normal outturn is due to timely rainfall.	The Deputy Commissioner will be requested to give separate figures of areas under rabi and bhadoi tils in the final forecast.
				Rapeseed and mustard	11 00[illegible]	3 [illegible]00	[illegible] 000	90	100		
				Til Rabi / Bhadoi	5 100	5,000	7 [illegible]	90	100		
				Other oilseeds	[illegible]	1 500	[illegible]	90	100		
				Total	2[illegible],400	1 [illegible]	22 500	90	100		
	Manbhum	2 634,960	1 419 200	Rapeseed and mustard	33,7[illegible]0	33,700	33,700	90	100	...	Ditto ditto. Owing to non-receipt of any return from the Deputy Commissioner the normal area and outturn have been shown in columns 8 and 10
				Til Rabi / Bhadoi	1[illegible] 600	10 600	10 6[illegible]0	90	100		
				Other oilseeds	25 900	25 900	25 900	90	100		
				Total	70 [illegible]	70 [illegible]00	70 200	90	100		

Singhbhum	3,52	758 ,00	Linseed	6,000	6 400	5 200	65	82	It is feared that the unusually heavy rain received in the early part of January will have seriously damaged the oilseeds. The extent of the damage is not yet known
			Rapeseed and mustard	30,000	27 500	28,200	72	95	
			Til { Rabi	1 60[illegible]	1 590	1,600	75	96	
			Til { Bhadoi	3 1 0	3 100	3,1[illegible]	75	100	
			Other oilseeds	15 [illegible]	14,20[illegible]	12 [illegible]00	73	98	
			Total	5[illegible] [illegible]0	51 7[illegible]	50 8[illegible]0	72	9[illegible]	
Bengal	95,340 148	[illegible]7 253 200	Linseed	[illegible]	6[illegible]3 2[illegible]	[illegible]	8[illegible]	86	
			Rapeseed and mustard	2 1[illegible] [illegible]	2 [illegible]	1 [illegible] 3[illegible]0	83	86	
			Til { Rabi	334 [illegible]	3[illegible]	304,300	61	81	
			Til { Bhadoi	[illegible] 1[illegible]	62 400	8[illegible] 3[illegible]	[illegible]3	85	
			Other oilseeds	771 [illegible]	[illegible]61 16[illegible]	633 [illegible]	7[illegible]	92	
			Total	[illegible]14,7[illegible]	3 333 [illegible]0	3,04[illegible] 600	83	87	

WEATHER AND CROP REPORT.

For the week ending the 25th February 1901

Burdwan —Rainfall at Sadar 0 08, Kalna 0 02, Katwa nil, Raniganj 0 12 Weather unusually cold Threshing of *aman* and pressing of sugarcane still continue Fodder and water sufficient. Common rice sells as follows —

	Srs	
Sadar ..	12	per rupee
Kalna .	10⅝	
Katwa ..	13	
Raniganj .	12½	

Birbhum —Rainfall at Sadar 0 6, Rampur Hât nil Weather cloudy till Saturday *Rabi* crops doing well Sugarcane being pressed Price of rice at Sadar 12 seers and at Rampur Hât 13½ seers Fodder sufficient

Bankura.—Rainfall at Bankura 0 15, Vishnupur 0 13 Weather generally cloudy. Pressing of sugarcane at a standstill owing to bad weather Fodder and water sufficient No cattle-disease reported Price of common rice at Bankura 11 seers 14 chitaks and at Vishnupur 12 seers per rupee

Midnapore —Rainfall at Sadar 0 20, Ghatal 0 11 Weather cloudy *Rabi* injured in Ghatal *Aman* being harvested Sugarcane being pressed Common rice sells as follows —

	Srs	
Sadar .	14	per rupee,
Contai . .	13	
Tamluk . .	11	
Ghatal	12½	

Hooghly —Rainfall at Sadar nil, Serampore 07, Arambagh 08 Weather cloudy Pressing of sugarcane continues Fodder and water sufficient Common rice sells at 10 seers 7 chitaks per rupee

Howrah —Weather cloudy Transplantation of *boro* commenced. Fodder and water sufficient Common rice sells at 10 seers per rupee

24-Parganas.—Rainfall at Sadar 04, at Barasat 10, at Diamond Harbour 02 Weather cloudy and gloomy Lands are being ploughed for *aus* paddy and jute *Rabi* crops are being harvested Cattle-pox reported from Basirhat sub division Fodder and water sufficient Common rice sells as follows.—

	Srs.	Ch	
Sadar	10	3	per rupee
Barasat	10	0	
Basirhat	10	0	
Diamond Harbour	10	8	

Nadia.—Rainfall at Sadar 0 02 Weather dull and cloudy Harvesting of *rabi* going on Lands being cultivated for early rice Fodder and water sufficient except in Chuadanga Price of common rice stationary

Murshidabad.—No rain? Weather seasonable Prospects of *rabi* crops less favourable owing to cloudy weather Cattle-disease reported from outpost Hoorshi of Sadar and Panchgram of Lalbagh subdivision Fodder and water sufficient Common rice sells as follows —

	Srs	
Sadar	13	per rupee.
Jangipur	14	
Kandi	15	
Lalbagh	12½	

Jessore —No rainfall Weather cloudy Prospects of the crops good. Peas, rapeseed and linseed being harvested Fodder and water sufficient. Pressing of sugarcane going on. Common rice sells as follows —

	Srs	
Sadar . .	12½	per rupee.
Jhenida ..	12	
Magura . .	12	
Narail	12	
Bangaon	12$\frac{1}{16}$	

Khulna.—Rainfall nil Weather cloudy. Harvesting of *aman* completed Transplantation of *boro* continues. Fodder and water sufficient Common rice sells as follows.—

	Srs	
Sadar	12¾	per rupee
Bagerhat	13	
Satkhira	11	

Rajshahi.—No rain Prospects of crops reported to be fair. No cattle disease Fodder and water available Common rice sells at 14 seers a rupee

Dinajpur.—Rainfall nil Weather cloudy. No cattle-disease Fodder and drinking water plentiful. Rice 14 seers a rupee at sadar and 13 seers at Thakurgaon

Jalpaiguri.—Rainfall nil Weather cloudy and cold Prospect of *rabi* crops satisfactory Fields for *bhadoi* and jute are being prepared Harvesting of tobacco commenced in places Common rice sells at 12 seers per rupee Fodder and water sufficient

Darjeeling —Rainfall at Darjeeling 0 02 Weather seasonable. *Hills—tori, phapor,* wheat, barley and potatoes, progressing *Terai*—harvesting of mustard proceeding Potatoes doing well Common rice sells as follows —

	Srs	
Hills	10	per rupee
Terai	14	

Bhutia sells at Darjeeling 18 seers and at Kalimpong 20 seers per rupee

Rangpur.—Rainfall nil Weather seasonable *Rabi* crops are being harvested and lands are being prepared for *aus* and jute Fodder and water sufficient Price of common rice stationary

Bogra —No rain Harvesting of *rabi* pulses and cultivation for *aus* and jute continue Prospects moderate Fodder and water sufficient Prices unchanged Rain wanted

Pabna.—Rain nil Weather seasonable Prospects of crops good Cultivation for paddy and jute going on Prices stationary Fodder and water sufficient

Dacca —Rainfall nil Weather seasonable Prospects of crops fair No cattle-disease Fodder available Common rice 11 seers per rupee

Mymensingh —Rainfall nil Weather cloudy with west wind Prospects of standing crops fair Common rice sells as follows —

	Srs	
Sadar	10	per rupee.
Jamalpur	10	
Kishoreganj	10	
Tangail	Report not received	
Netrakona	5 11/16	

Faridpur.—Rainfall at Sadar nil, Goalundo not received, Madaripur nil. Weather seasonable State and prospects of crops good Common rice sells at 12 seers a rupee

Backergunge —Rainfall nil. Weather seasonable Prospects of crops good Fodder and water sufficient No cattle-disease reported Common rice sells at 11½ seers (new *aman*)

Tippera.—No rain Weather seasonable, but rain is needed for crops Water and fodder sufficient. Cattle-disease reported from Nabinagar thana. Common rice sells at 11¾ seers per rupee

Noakhali.—Rainfall nil Crop prospects good Preparation of land for *aus* continues. Fodder and water sufficient No cattle-disease reported Price of common rice average 11 seers per rupee.

Chittagong.—No rain. Harvesting of winter rice completed Outturn 12 annas. Cattle-disease reported from Sitakund Water and fodder wanted Common rice sells at 12 seers.

Patna.—Rainfall at Sadar 0 23, Barh 0 10, Bihar 0 09, Dinapore 16, Hilsa nil, Bikram 0 21 The cloudy state of the weather has damaged the standing crops to some extent Lancing of poppy in progress Sugarcane being pressed Fodder and water for cattle sufficient Common rice sells at Patna 14 seers per rupee

Gaya – Rainfall at Sadar 27, Jahanabad 11, Aurangabad 21, Nawada 25. *Rabi* and poppy damaged to some extent by rain Common rice selling at 12 seers per rupee

Shahabad—Rainfall at Sadar 0·20, Buxar 0 28, Bhabua 1 22, Sasaram 0 48, Dehri 0 52 The recent rain has done much damage to the standing crops Pressing of sugarcane in progress Fodder and water sufficient Rice 12 seers a rupee at Sadar

Saran—Rainfall at Sadar 0 04, Siwan 0 25, Gopalganj 0 26 Weather unsettled and cloudy *Rabi* ripening, unsettled weather not favourable to the crop, bright sunshine with west wind needed Fodder and water sufficient Common rice 14 seers 2 chitaks and *makai* 22 seers 3 chitaks

Champaran.—Rainfall at Motihari 25, Bettiah 18 Harvesting of *rabi* has commenced in some places Prospects of standing crops good Fodder and water sufficient Prices of common rice and maize at Sadar are 15 and 28¾ seers respectively

Muzaffarpur—Rainfall at Sadar 03, Hajipur 09 and Sitamarhi 11 Prospects continue to be good though a slight injury has been done in some places to the standing crops by the rainfall of the week Prices are—Common rice 14 seers, wheat 10 seers, barley 20 seers, maize 23 seers, gram 13 seers, *arhar* 13 seers, and *marua* 23 seers a rupee

Darbhanga—Rainfall at Sadar nil, Madhubani nil, Samastipur 0 05. *Rabi* doing well. Fodder and water sufficient No cattle-disease reported Common rice sells as follows —

	Srs	Ch	
Sadar	15	6	per rupee
Samastipur	15	0	
Madhubani . .	15	9	

Monghyr.—Rainfall at Sadar nil, Begusarai 09, Jamui 0 02. Cloudy recent rain has done damage to the *rabi* crops Wheat much damaged by *harda* in Begusarai subdivision Poppy prospect fairly good Common rice selling as follows —

	Srs	Ch	
Sadar	14	3	per rupee
Begusarai	13	8	
Jamui	14	0	

Bhagalpur—Rainfall at Madhipura 0 01 Clouds clearing up Weather cold *Rabi* prospects somewhat injured by late cloudy weather Fodder and water sufficient. No cattle-disease Coarse rice sells as follows —

	Srs	Ch	
Sadar ..	14	8	per rupee
Banka	16	0	
Madhipura . ..	18	0	
Supaul	18	0	

Purnea—Rainfall at Sadar 0 04, Kishanganj 0 75, Araria 0 00 Weather seasonable Harvesting of mustard is nearly finished Prospects of *rabi* crops fair Lands being prepared for jute and *bhadoi* crops No cattle disease Fodder and water sufficient. Common rice sells as follows —

	Srs.	
Sadar	14	per rupee
Kishanganj	13	
Araria	16	

Malda.—Rainfall nil Weather seasonable and occasionally cloudy Prospects of wheat, barley, &c, good No cattle disease Price of rice stationary Fodder and water sufficient

Sonthal Parganas.—Rainfall 0 8 Weather cloudy Prospect of standing *rabi* favourable Fodder and water-supply sufficient No cattle-disease Rice sells at 14 and maize at 21 seers 10 chitaks per rupee.

Cuttack—Rainfall at Kendrapara 0 01 Weather seasonable Sugarcane and *rabi* being harvested *Dalua* and tobacco growing Condition of cattle generally good Fodder and water sufficient Common rice sells as follows —

	Srs	Ch.	
Sadar .. .	13	12	per rupee.
Jajpur	15	12	
Kendrapara	15	12	
Banki .	15	12	

Balasore.—Rainfall nil at Sadar Harvesting of *kandha*, *sarad*, and *rabi* continues Cotton and *dalua* flowering Surgarcane being pressed Rice sells at 16, 14 and 18 seers per rupee in interior, Balasore and Bhadrak, respectively Ploughing continues Fodder and water sufficient

Angul.—Rainfall at Sadar ·61, Tikerpara 1·78. Weather cloudy Common rice sells at 20 seers per rupee in Angul Report from Khondmals not received. Fodder and water sufficient.

Puri.—Rainfall at Sadar nil, Khurda 1·29 Weather cloudy Lands being ploughed Harvesting of *kulthi* and winter *mandia* continues. Prospects of *dalua*, *mung*, and other miscellaneous crops good Sugarcane being pressed. Fodder and water plenty. Common rice sells as follows —

	Srs	ch	
Sadar	13	2	per rupee.
Khurda	15	12	
In the interior	16	6	

Hazaribagh.—Rainfall at Sadar 36, Giridih ·25. Weather very cold Fodder and water sufficient. No cattle-disease reported. Common rice sells at Sadar at 13 seers and at Giridih at 12½ seers per rupee.

Ranchi.—Rainfall 0·55 Weather cloudy. *Rabi* crops much injured by the recent rainfall. Average price of common rice is 14¼ seers per rupee No cattle-disease reported. Fodder and water sufficient

Palamau.—Rainfall 0 57. Weather cloudy throughout the week, now clear. *Rabi* being injured by insects Fagooni *mahua* ceased to fall owing to continuous cloudy weather. *Tisra dhan* and sugarcane being planted in places Cattle-disease prevalent in a few villages Rice selling at 11¼ seers per rupee at Sadar

Manbhum.—Rainfall at Sadar 0 32, Gobindpur 0 22 Weather seasonable Prospects of crops on ground good Fodder and water sufficient Cattle-disease reported from Para. Average price of common rice at Sadar 13½ seers and at Gobindpur 12 seers per rupee. Supply sufficient.

Singhbhum—Rainfall 0 88 The *rabi* is suffering much from excessive rain Average price of rice is 15 seers 9 chitaks in the district

General Summary—Rain fell in small quantities in the Burdwan and Presidency Divisions, in Bihar, Orissa and Chota Nagpur and at Darjeeling Slight injury has been done in some places to the standing crops by the rainfall of the week. Lands are being prepared for jute and *bhadoi* Cattle-disease reported from six districts Fodder and water sufficient except in Chuadanga and Chittagong The price of common rice has a tendency towards increase It has risen in 19 districts, fallen in five, and is stationary in the rest

By order of the Lieutenant-Governor of Bengal,

F. A. SLACKE,

Secretary to the Govt. of Bengal.

REVENUE DEPARTMENT,

The 26th February 1901.

Results of the Meteorological Observations taken at the Alipore Observatory from 17th to 23rd February 1901

Month	Date	Maximum in sun	Number of hours of bright sunshine	Mean pressure barometer at 32° Fahr	Temperature: Mean	Temperature: Maximum	Temperature: Range	Temperature: Minimum	Hygrometry: Mean wet bulb	Hygrometry: Vapour tension	Hygrometry: Dew point	Hygrometry: Humidity	Wind: Prevailing direction	Wind: Miles recorded	Rain	Weather
				Inches	°	°	°		°	Inch		%			Inches	
Feb.	17th	136 6	9 6	30 100	70·6	81 5	17·3	64 2	63 2	0 481	57 8	66	NNE, ENE and E	82	Nil	Chiefly clear
,,	18th	140 0	10 0	107	71 1	84 9	24 0	60 9	63 4	480	57 8	66	E, ENE and calm	71	,,	Clear, ⌂
,,	19th	141 9	7 3	101	72 6	86 3	26 0	60 3	63 7	473	57 4	62	E by S, ENE and N	69	,,	Partially cloudy, ⌂
,,	20th	136 1	9 3	·027	72·2	84 1	22 5	61 6	65 2	532	60 7	69	N, NW and N by W	117	,,	Chiefly clear, ⌂
,,	21st	128 2	1 7	·002	71 9	77 7	11 0	66 7	66 6	582	63 2	74	N by W and NNW	110	,,	Chiefly cloudy, o,
,,	22nd	88 8	Nil	015	69 7	72 8	7 6	65 2	65 8	585	63 4	81	NNW and variable	89	0 04	Cloudy, o, g, d
,,	23rd	135 0	0 4	041	72 0	81 1	15 8	65 [illegible]	67 8	62[illegible]	65 3	80	N by E, N and NNW	113	Nil	Chiefly cloudy, o, b

	Inches.
The mean pressure of the seven days ...	30 056
The average pressure of the corresponding period for 24 years, Surveyor-General's Office	29 943
	Hours
The total number of hours of bright sunshine	38 3
The maximum possible number of hours of sunshine	80 2
	°
The mean temperature of the seven days ...	71 4
The average temperature of the corresponding period for 24 years, Surveyor-General's Office	74·4
The extreme variation of temperature	26 0
The maximum temperature	86 3
	Miles
The highest velocity of the wind in one hour	13
	%
The mean relative humidity	71
The average relative humidity of the corresponding period for 24 years, Surveyor-General's Office	67
	Inches
The total fall of rain from 17th to 23rd February 1901	0 04
The average fall of the corresponding period for 24 years, Surveyor-General's Office	0 25
The total fall from 1st January to 23rd February 1901	3 26
The average fall of the corresponding period for 24 years, Surveyor-General's Office .	1 30

The mean pressure, temperature, &c, are deduced from the traces of the Barograph and Thermograph, and from eye observations

The maximum and minimum temperatures are obtained from self-registering thermometers. All the thermometers are verified and the readings have been corrected to a standard constructed and verified at the Kew Observatory They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground

The barometer readings are corrected approximately to those of the standard, Newman's No. 86, formerly at the Surveyor-General's Office

The hygrometric elements are obtained from Tables III, IV, and V of the official tables computed in the Meteorological Office, and based on Regnault's modifications of August's formula

The directions and the movement of the wind are taken from the trace of a Beckley's anemograph.

The mouth of the rain-gauge is one foot above the ground

⌂, dew, o, overcast, g, gloomy; d, drizzling rain.

METEOROLOGICAL OFFICE, GOVT OF INDIA,
Alipore (Calcutta), the 25th February 1901.

G. W KUCHLER,
For Meteorological Reporter to the Govt. of India and Director-General of Indian Observatories.

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT

Approximate Return of Traffic on the Circular and Eastern Canals for the week ending Saturday, the 23rd February 1901, as compared with the corresponding week of the previous year

Nature of Cargo.	Week ending Saturday the 23rd February 1901			Week ending Saturday the 24th February 1900		
	Number of boats	Weight of cargo	Tollage	Number of boats.	Weight of cargo	Tollage
	No	Mds	Rs	No	Mds.	Rs
Rice and paddy ...	1 336	3,76,950	6,372	973	3,33,885	5,543
Jute ..	104	52,560*	717	34	16,150	23[illegible]
Firewood	69	45,200	683	68	54,975	820
Other articles	839	2,55,500	3,622	761	1,85,675	2,477
Total ..	2,348	7,30,210	11,394	1,836	5,90,685	9,072

* Weight by canal measurement—48 787½ maunds.

EASTERN BENGAL STATE RAILWAY.

Abstract of Principal Commodities carried over the Eastern Bengal State Railway during the month of November 1900 as compared with the same month of previous year.

Staples	1900 Up.	1900 Down	1899 Up	1899 Down.	Total 1900.	Total 1899	Increase.	Decrease.
	Tons.	Tons	Tons.	Tons.	Tons.	Tons	Tons.	Tons.
Apparel including drapery haberdashery millinery uniforms, accoutrements, boots and shoes	168	10	...	..	178	...	178	..
Coal and Coke carried for the Public and Foreign Railways	8,880	12,481	5,967	14,112	21,361	20,079	1,282	...
Cotton raw	83	40	104	244	123	348	...	225
Cotton manufactured—								
Twist and yarn, European	195		266		195	266	...	71
Ditto Indian	197	71	256	94	268	350	...	82
Piece goods European	2,185	36	3,340	10	2,221	3,350		1,129
Ditto, Indian	201	11	180	4	212	184	28	
Others							...	...
Chemicals excepting saltpetre	16		..		16	..	...	...
Drugs—								
Intoxicating, other than opium	2	5	2	6	7	8	..	1
Non intoxicating—								
Medicinal preparations	84	17	89*	24	101	113	...	12
Others								
Dyes and Tans—								
Al (Morinda citrifolia)				..		..	..	..
Alizarine and Aniline dyes	..	..		..				
Cutch	22		25	..	22	25		3
Indigo	..			74		74		74
Myrabolams	..		..		...	...	..	
Tanning barks								
Turmeric	23	455	17	418	478	435	43	
Others	3	16	11		19	11	8	...
Fodder—								
Oilcake	75	517	...		592		592	
Hay, straw and grass	1,109	1,532	..		2,641		2,641	
Fruits and vegetables fresh	14	308			322	..	322	
Grain and pulse								
Gram and pulse	1,342	4,157	1,512	15,147	5,499	16,659	..	11,160
Jawar and bajra								
Rice in the husk	354	1,322	1,075	2,606	1,676	3,681	..	2,005
Do not in the husk	2,174	3,661	2,528	10,514	5,835	13,042	..	7,207
Wheat	76	285	40	106	361	146	215	
Do flour	220				220		220	..
Others	15	23	8	566	38	574		536
Hides and skins—								
Hides of cattle—								
Dressed or tanned								
Raw	36	401	55	951	437	1,006	...	569
Skins of sheep and other animals—								
Dressed or tanned								
Raw	1	40	5	73	41	78	...	37
Horns		1	7	4	1	11		10
Hemp (Indian) and other fibres, excluding jute			..			..	...	..
Jute—								
Raw	117	75,377	296	68,093	75,494	68,389	7,105	..
Gunny bags and cloth	658	1,127	1,012	801	1,785	1,813	..	28
Lac	1	53	..	17	54	17	37	
Leather—								
Unwrought / Wrought, excepting boots and shoes	2	...	79	1	2	80		78
Liquors—								
Ale and beer	22		42	13	22	55		33
Spirits of all kinds, including country spirit	3		4		3	4	...	1
Wine	60		100	..	60	100		40
All other sorts, including toddy and fermented liquor, other than ale and beer				..				...
Metals—								
Brass unwrought		24	...		24		24	...
Do wrought	139	24	111	54	163	165		2
Copper unwrought		10	..	...	10	...	10	...
Do wrought	12	5	6	1	17	7	10	...
Iron and steel, cast	50	38	53	7	88	60	28	...
Iron and steel, unwrought			27	..		27	...	27
Iron and steel, wrought	1,236	33	1,098	43	1,269	1,141	128	
Iron and steel, manufactures	190	28	381	29	218	410	..	192
Others	108	9	72	30	117	102	15	
Oils—								
Kerosine	11,082	89	16,840	116	11,171	16,956	...	5,785
Castor	5		8	...	5	8		3
Cocoanut	112	..	78	...	112	78	34	...
Mustard and rape	252		193	6	252	199	53	...
Others	23	3	54	2	26	56		30
Oilseeds—								
Castor		...		..			...	...
Earthnuts			...			..	..	..
Linseed	382	298	...	688	680	688	...	8
Poppy							...	
Rape and mustard	699	383	411	1,391	1,082	1,802	...	720
Til or jinjili	3	2	...	26	5	26	..	21
Others			...	6		6	...	6
Opium			...		...		...	
Paper and pasteboard	143	434	184	353	577	537	40	..
Provisions—								
Dried fruits and nuts	26	4	45	7	30	52	..	22
Ghee	44	2	114	8	46	122	..	76
Others	598	182	1,077	743	780	1,820		1,040

* Includes 4 tons of cinchona bark.

Staples	1900 Up.	1900 Down.	1899. Up.	1899. Down	Total. 1900	Total. 1899	Increase.	Decrease.
	Tons	Tons.	Tons	Tons	Tons	Tons	Tons.	Tons
Railway Plant and Rolling-stock carried for the Public and Foreign Railways—								
Locomotive engines and tenders and parts thereof	59	...	......		59		59	......
Carriages and trucks and parts thereof	12	7	—15	10	19	—5	24	...
Materials—								
Steel rails and fish plates, sleepers and keys of steel and cast-iron	349 8	...	2,265 571	—7	349 8	2,258 571	...	1,909 563
Others	174		133	103	174	236		62
Salt	814	3,254	1,157	3 623	4 068	4,779	...	711
Saltpetre and other saline substances—								
Saltpetre	8		1		8	1	7	
Other saline substances	177	100	......		277	...	277	...
Silk, raw—								
Foreign								
Indian		5	...	10	5	16		11
Silk piece-goods—								
Foreign		...		...		...		...
Indian			...					...
Spices—								
Betelnuts	510	254	496	181	704	677	117	......
Cardamoms		62		52	62	52	10	
Chillies	210	59	1,0	16	269	235	34	
Ginger	...	67	...	41	67	41	26	
Pepper	22	...	42		22	42		20
Others	42	49	95	64	91	159		68
Stone and lime	817	875	1 426	897	1,692	2,323		631
Sugar—								
Refined or crystallized including sugar candy	640	10	786	7	650	793		143
Unrefined—								
Sugar	753	20	2 067	208	1 372	2,265	...	893
Gur, rab jaggery, molasses, and other saccharine produce	564	30						
Tea—								
Foreign	...						...	
Indian	3	3 106	1	4 080	3 109	4,681	...	1 573
Tobacco—								
Unmanufactured	87	1 150	145	1,385	1,237	1,530	...	293
Manufactured—								
Cigars	14	1	10		15	10	5	...
Other sorts								
Wood—								
Timber unwrought	524	205	173	100	904	273	731	......
Manufactures	105	4)						
Wool—								
Raw	...	1	...	34	1	34	...	33
Manufactured—								
Carpets and rugs	25	1	16		26	16	10	
Piece-goods European								
Ditto Indian								
Other sorts of manufactures								
All other articles of merchandise	5 332	1,558	7 428	4 797	6 970	12,225		5 255
Total	44 793	1,14,404	64 737	1,33 ,44	1,59,298	1,98 481	14,310	43,508

CALCUTTA, *the 11th February 1901.*

H STUART,
Examiner of Accounts

BENGAL NAGPUR RAILWAY.

Abstract of principal commodities carried during the month of September 1900 as compared with the corresponding period of the previous year

Articles	1900 Up	1900 Down	1899 Up	1899 Down	Total, 1900	Total, 1899	Increase	Decrease
	Tons	Tons	Tons	Tons	Tons	Tons.	Tons.	Tons
I.—Apparel, including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes	10	21	..		86	..	86	...
II.—Coal and coke carried for the public and foreign railways	[illegible]	48,442	14,705	51,567	58,320	66,272		7,952
III.—Cotton—								
1. Raw ...	[illegible]	439	5	480	459	485		26
2. Manufactured—								
(a) Twist and yarn, European	4	47	12	66	51	78	...	27
(b) Ditto Indian	[illegible]	1,021	89	1,1[illegible]	1,0[illegible]2	1,228		136
(c) Piece-goods, European	..	[illegible]8	230	33	[illegible]	258	72	
(d) Ditto, Indian ...		200	74	156	2[illegible]5	262		17
(e) Others	1	4			5	..	5	...
IV.—Chemicals excepting saltpetre		4			6		6	.....
V.—Drugs—								
1. Intoxicating other than opium	1		1	1	1	2		1
2. Non-intoxicating—								
(a) Medicinal preparations	..	1			3		3	
(b) Others	1	7	5	14	19	19	..	
VI.—Dyes and tans—								
1. Aniline (including alizarine) ...								
2. Alizarine and aniline dyes	1				1		1	
3. Cutch	6	10	8	4	16	12	4	
4. Indigo	1	1	1	1	2	[illegible]		
5. Myrabolams	[illegible]	60	117	18	618	1[illegible]5	483	
6. Tanning barks ...		18		..	18		18	
7. Turmeric	[illegible]	28	22	4	50	[illegible]6		..
8. Others	41	9	11	43	50	56		6
VII.—Fodder—								
1. Oilcake	3				37		37	..
2. Hay, straw and grass	[illegible]	312			376	..	376	..
VIII.—Fruits and vegetables, fresh	[illegible]	32			54		54	..
IX.—Grain and Pulse—								
1. Gram and pulse	1,[illegible]	308	4,5[illegible]	174	2,138	4,725		2,587
2. Jowar and bajra	[illegible]		2[illegible]	208	[illegible]	446		413
3. Rice in the husk	[illegible]	112	35	35	1,0[illegible]	70	1,076	..
4. Rice not in the husk	9	4[illegible]4	6,451	844	[illegible]	6,8[illegible]5	3,107	
5. Wheat	2[illegible]	128	3,[illegible]	116	2,[illegible]	3,[illegible]		965
6. Wheat flour	[illegible]	18			[illegible]		78	
7. Others	234	6	23	112	240	135	105	
X.—Hides and skins—								
1. Hides of cattle— (a) Dressed or tanned (b) Raw	94	645	128	320	739	453	286	..
2. Skins of sheep and other animals— (a) Dressed or tanned (b) Raw	11	10	4	16	21	19	2	.. ..
XI.—Horns	24	13	10	8	42	27	15	..
XII.—Hemp (Deccan) and other fibres, excluding jute	1	12	1		93	1	92	.. ...
XIII.—Jute—								
1. Raw	5		1	.. ..	5	1	4	
2. Gunny bags and cloth	79	120	100	19	2[illegible]8	239	..	31
XIV.—Lac	87	020	72	793	713	865	...	152
XV.—Leather—								
1. Unwrought	13	5	10	6	18	16	2	
2. Wrought, excepting boots and shoes		1		...	1	..	1	...
XVI.—Liquors—								
1. Ale and beer	9	50	10	40	59	50	9	......
2. Spirits of all kinds, including rectified spirit	3	4	11	3	7	14	...	7
3. Wines	15	8	10	3	23	13	10	..
4. All other sorts, including fermented liquor, country made ale and beer					..	..		...
XVII.—Metals—								
1. Brass, unwrought	7	2	...		9		9	...
2. wrought	13	47	9	15	60	[illegible]	36	...
3. Copper, unwrought				..	...	..	...	...
4. wrought	1	8	1	14	9	15		6
5. Iron and steel—								
(a) Cast	1	7	3		8	3	5	
(b) Unwrought ...		11	2	410	11	412		401
(c) Wrought	326	146	94	41	470	135	341	
(d) Manufactures	84	32	133	42	116	174		58
6. Others	1,326	30	13	22	1,356	35	1,321	......
XVIII.—Oils—								
1. Kerosine ...	696	85	272	50	781	322	459	......
2. Castor	7	6	7	8	13	15	......	2
3. Cocoanut ...	7	16	9	1	23	10	13	......
4. Mustard and rape	15	1	1	1	16	1	15	......
5. Others ...	31	9	37	2	40	39	1	......

ARTICLES	1900		1899		Total, 1900.	Total, 1899.	Increase	Decrease.
	Up	Down	Up.	Down				
	Tons	Tons	Tons	Tons	Tons	Tons.	Tons	Tons
XIX.—Oilseeds—								
1 Castor	41	5	1	32	46	33	13	
2 Earthnuts	1			1	1	1		
3 Linseed	10	1	368	80	11	448		437
4 Poppy	10	1	14	1	11	15		4
5 Rape and mustard	8	21	40	51	29	93		64
6 Til or jinjili	16[illegible]	277	1[illegible]2	29[illegible]	442	464		22
7 Others	52	97	379	321	149	603		454
XX.—Opium	2		1		2	1	1	
XXI.—Paper and pasteboard	78	5	10	3	83	13	70	
XXII.—Provisions—								
1 Dried fruits and nuts	33	135	16	64	168	80	88	
2 Ghee	1	[illegible]	28	83	23[illegible]	111	121	
3 Others	98	35	128	120	133	248		115
XXIII.—Railway plant and rolling-stock carried for the public and foreign railways—								
1 Locomotive engines and tenders and parts thereof	29			1	29	1	28	
2 Carriages and trucks and parts thereof	3				3		3	
3. Materials—								
(a) Steel rails and fish plates	3	33	35		35	35		
(b) Sleepers and keys of steel and cast iron								
(c) Others	10[illegible]	2 147	451	[illegible]70[illegible]	2 2[illegible]	6 154		3,902
XXIV.—Salt	8[illegible]3	1 86[illegible]	717	4[illegible]	2 676	1,145	1,531	
XXV.—Saltpetre and other saline substances—								
1 Saltpetre	29	1			30		30	
2 Other saline substances	2	17	10	3	19	13	6	
XXVI.—Silk—								
1 Raw—								
(a) Foreign								
(b) Indian	[illegible]	2	3	3	7	6	1	
2 Piece-goods—								
(a) Foreign								
(b) Indian	1			1	1	1		
XXVII.—Spices—								
1 Betel nuts	1[illegible]	10	75	7	160	82	78	
2 Cardamoms	1		1		1	1		
3 Chillies	1[illegible]	2[illegible]	12	14	3[illegible]	26	13	
4 Ginger	1	1	2	1	2	3		1
5 Pepper	7	1	8	1	8	9		1
6 Others	8[illegible]	13	125	10	95	13[illegible]		40
XXVIII.—Stone and lime	[illegible]	1 [illegible]09	400	[illegible]	1,761	1 329	452	
XXIX.—Sugar—								
1 Refined or crystallized including [illegible]	1[illegible]	39	76	5[illegible]	294	131	163	
2 Unrefined—								
(a) Sugar								
(b) Gur, jaggery, molasses and other saccharine produce	123	127	115	2[illegible]	250	140	110	
XXX.—Tea—								
1 Foreign								
2 Indian	4	27	4	2[illegible]	31	33		2
XXXI.—Tobacco—								
1 Unmanufactured	[illegible]2	7[illegible]	149	2[illegible]	107	174		67
2 Manufactured—								
(a) Cigars	1	1	1	1	2	2		
(b) Other sorts	5	8	8	11	13	19		6
XXXII.—Wood—								
1 Timber unwrought	[illegible]08	918	818	82	1,426	900	526	
2 Manufactured	4	31			35		35	
XXXIII.—Wool—								
1 Raw	1		1	1	1	2		1
2 Manufactured—	9	[illegible]			1[illegible]		15	
(a) Carpets and rugs	1	1			2		2	
(b) Piece goods European								
(c) Ditto Indian		4	10	3	4	13		9
(d) Other sorts of manufactures								
XXXIV.—All other articles of merchandise—								
1 Firewood	577	316	726	2[illegible]9	893	985		92
2. Bamboos	3[illegible]	65	62	93	44[illegible]	155	287	
3 Moha	2[illegible]	96	626	126	301	732		301
4. Others	612	398	998	413	1 010	1 411		401
Total	33 785	62,293	36,989	66 188	96,078	1 03 177	11,665	18,764
					Net decrease		..	7,099

L. GREENHAM,
For *Auditor, B.-N. Railway.*

Calcutta, the 19th February 1901.

Weekly Return of Traffic Receipts on Indian Railways

EAST INDIAN RAILWAY

Approximate Return of Traffic for week ended 9th February 1901, on 1,837·09 miles open.

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings.	Traffic Train miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise.	Total
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total Traffic for the week	(a) 423 272	(a) 4 [illegible],146 4 0	53 90 779 10	(b) 9 82,5[illegible]3 11 0	81,727 0 0	14 20,4[illegible]6 15 0	107,103	192,537	[illegible]
Or per mile of Railway		231 6 9		534 13 6	11 13 3	778 1 6			
For previous 4½ weeks of half year	1 6[illegible]7,058	18 24 472 11 0	2 46 11 1[illegible]3 0	40,58,396 12 0	1,08,414 0 0	59 91,273 7 0	502,065	850,927	1,[illegible]
Total for 5½ weeks	2 100 330	23 40,018 15 0	3 03 01 [illegible]22 10	50 40,040 7 0	1 30 141 0 0	74,[illegible]0 700 6 0	609,168	1,044,404	1,[illegible]
Comparison									
Total for corresponding week of previous year	381 070	3,07,544 4 10	53 63 [illegible]41 30	11,24 813 2 0	30,510 15 0	15 52 874 6 4	101,714½	205,285½	307,000
Per mile of railway corresponding week of previous year		233 4 3		657 2 8	17 [illegible]3 3	907 4 2			...
Total for corresponding 5½ weeks of previous year	2 010,064½	21 80,7[illegible]5 15 [illegible]	2 93,46 [illegible]03 10	60,83,116 5 [illegible]	1,71 526 13 2	84,35 439 0 2	597 765½	1,130,890	1,728,654½

(a) The increase is chiefly in outward traffic from stations on the A and C Districts consequent on the movements of pilgrims and marriage parties.
(b) The decrease is chiefly due to heavier upward despatches of food-grains in the corresponding period of 1900

1901 *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900*

Open mileage	Period	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total	Per mile of railway	Train mileage	
		No of passengers	Rs	Mds	Rs	Rs.	Rs	Rs	No	Rate. Rs A P
1,837·09	12 days of January	531 313	5 87,397	6 [illegible] 032	14 02 100	42 011	20,31,811	1,106	481 169	4 3 5
1,837·09	Week ended 19th "	354 816	[illegible],91 302	12 72 154	9 04 870	22,[illegible]	13 1[illegible] 160	718	2[illegible]1,[illegible]	4 6 4
1 837·09	" " 26 h "	380,149	4 25 231	[illegible]	6 63 708	2[illegible] 593	13 14 534	716	28[illegible]	4 9 6
1 837·09	" " 2nd Feb	402,491	4,21 683	[illegible] 113	8 81 310	20 827	13 [illegible]	732	293 460	4 8 4
1,837 09	" 9th	423 272	4 25 147	56 [illegible]	9,82 [illegible]	21 727	14,20,427	778	30[illegible],040	4 12 1
	Totals up to date	2,100,330	22,49 610	3 03 01,[illegible]	50,40 040	1 30 141	74,20,700	7[illegible]7	1,053 932	4 7 9

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded. **1900**

Open mileage	Period	No of passengers	Rs	Mds	Rs	Rs	Rs	Rs.	No	Rate. Rs. A P
1 711 61	13 days of January	59[illegible] 671	6 63 185	8 [illegible] 374	18 36 800	46 519	25 48 [illegible]14	1,449	534,367	4 12 6
1 711 61	Week ended 20th January	320 [illegible] 7	3 31 459	[illegible] 17 540	10 71 [illegible]43	31,699	14 31 791	[illegible]	303 813	4 11 7
1,711 61	" " 2[illegible] "	323 2[illegible]	53 180	[illegible]	10 83 0[illegible]	30[illegible]	14 1 139	860	289,257	5 1 4
1 711 61	" 3rd Feb	350,483	4 3[illegible] 697	47 1[illegible]	[illegible]	31 [illegible]	14 28 190	8[illegible]	294 217	4 13 8
1,711 61	" 10th "	341 07[illegible]	3 07,545	5[illegible],[illegible] 74[illegible]	11 [illegible],513	30 5[illegible]7	15,[illegible],875	907	3[illegible]7 000	5 0 11
	Totals up to date	2,010 065	21,80 7[illegible]0	2 [illegible] 509	60 [illegible] 116	1 71,5[illegible]7	84 3[illegible] 439	841	1,728 654	4 14 1

TARKESSUR BRANCH RAILWAY.

Approximate Return of Traffic for week ended 9th February 1901, on 22·23 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train-miles run.		
	Number of passengers	Coaching receipts.	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs A P	Mds s	Rs. A P	Rs A P	Rs A P			
Total traffic for the week	(b) 27 159	(b) 6,6[illegible]9 7 0	35 816 0	1,031 0 0	5 0 0	7 615 7 0	1,07[illegible]	115	1,1[illegible]
per mile of railway		298 10 8		45 [illegible] 6	0 3 7	3[illegible] 14 9			
For previous 4½ weeks of half year	[illegible]9 115	24,[illegible]37 6 0	1,67 8[illegible]0 3[illegible]	3,7[illegible] 0 0	28 0 0	28 540 0 0	4,910	691	5,601
Total for 5½ weeks	[illegible]23 274	31 378 1[illegible] 0	2 0[illegible]76 [illegible]	4 755 0 0	33 0 0	31 104 13 0	5,9[illegible]3	806	6,7[illegible]
Comparison									
Total for corresponding week of previous year	22,019½	5 6 0 5 3	57,[illegible]81 3	1 102 2 0	[illegible] 7 0	6,796 14 3	1,03[illegible]	149	1,1[illegible]
Per mile of railway corresponding week of previous year		25[illegible] 15 7		4[illegible] 9 3	0 3 3	305 12 1	...	......	...
Total for corresponding 5½ weeks of previous year	12[illegible] 133	29 61[illegible] 6 2	1 [illegible],096 0	4,916 3 0	52 7 9	34,645 0 11	5,1[illegible]6	1 449	6,7[illegible]

(b) The increase is in outward traffic chiefly from Sheoraphuli, Nalikul, and Tarkessur stations.

TARKESSUR BRANCH RAILWAY—*concluded*

1901. *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900*

Open mileage.	Period	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings.	Total.	Per mile of railway	Train mileage	
		No. of passengers	Rs	Mds	Rs.	Rs	Rs.	Rs	No	Rate. Rs A P
22·22	13 days of January	32,815	7,786	61,722	1,378	11	9 175	413	2,037	4 8 1
22·22	Week ending 19th January	22,744	5 528	35,924	729	6	6 261	282	1 188	5 4 4
22·22	,, ,, 26th ,,	19,826	5 328	35 721	883	6	6 217	280	1 188	5 3 9
22·22	,, ,, 2nd February	23 740	6 017	34 494	791	5	6 893	310	1,188	5 12 11
22·22	,, ,, 9th ,,	27 159	6,640	35,816	1 001	5	7 646	344	1,188	6 7 0
	Totals up to date	126 274	31,377	203,677	4,785	33	36 195	295	6,789	5 5 4

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded **1900.**

Open mileage.	Period	No of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs. A P
22·22	13 days of January	38 022	8,899	35,949	1,511	16	10 416	469	2,345	4 7 1
22·22	Week ending 20th January	19 749	4,615	14,457	505	10	5 130	231	1,606	3 3 5
22·22	,, ,, 27th ,,	21 810	5 216	72 105	1,057	15	6 288	283	1,298	4 13 6
22·22	,, ,, 3rd February	21,623	5 226	18 974	781	7	6,014	271	1,188	5 1 0
22·22	,, ,, 10th ,,	22 919	5,690	57 662	1 102	5	6,797	306	1,188	5 11 7
	Totals up to date	124,123	29 446	1,99,096	4,946	53	34,645	266	7,615	4 8 10

DELHI UMBALLA-KALKA RAILWAY

Approximate Return of Traffic for week ended 9th February 1901, on 162 24 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings.	Traffic Train miles run		
	Number of passengers.	Coaching receipts	Weight carried.	Receipts			Coaching	Merchandise.	Total.
	(e)	Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	17,258	(e)16,457 14 0	1 63 894 0	13,240 4 0	65 0 0	29,763 2 0	7,449	4 212	11,661
Or per mile of railway	..	101 7 1		81 9 9	0 6 5	183 7 3			..
For previous 4½ weeks of half year	73 279	59 518 0 0	7 11 621 20	55,242 8 0	313 0 0	1 15,073 8 0	35,712	16,211	51 923
Total for 5½ weeks	90,537	75 975 14 0	8 75,515 20	68,482 12 0	378 0 0	1,44,836 10 0	43 161	20,423	63,584
Comparison									
Total for corresponding week of previous year	16 268½	13,156 11 5	1 19,864 10	12,368 2 0	42 1 9	25 566 15 2	7,279½	3,659½	10,939
Per mile of railway corresponding week of previous year	.	81 1 6	.....	76 3 9	0 4 2	157 9 5	...		...
Total for corresponding 5½ weeks of previous year	87,806½	73,197 1 0	5 65,988 20	65,857 14 3	427 13 3	1 39,482 12 6	41,303½	18,715½	60,019

(e) The increase is in outward traffic chiefly from Delhi, Thanesar, Umballa Cantonment and Kalka stations

1901 *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900*

Open mileage.	Period	Coaching Traffic.		Merchandise and Mineral Traffic		Other earnings	Total	Per mile of railway	Train mileage.	
		No of passengers.	Rs	Mds	Rs	Rs	Rs	Rs	No.	Rate Rs. A. P.
162·24	13 days of January	25 940	21 231	2,42 288	17 745	113	40,089	247	18,088	2 2 4
162·24	Week ended 19th January	15 334	12 114	1,42 203	12 548	65	24 727	152	11,258	2 3 2
162·24	,, ,, 26th ,,	14 984	11,367	1 60,116	12 5 18	68	23,943	148	11 096	2 2 6
162·24	,, ,, 2nd February	16,992	13 806	1 66,825	12 441	67	26 314	162	10 881	2 6 8
162·24	,, ,, 9th ,,	17,258	16,458	1 63 894	13 240	65	29,763	183	11,661	2 8 10
	Totals up to date	90,537	75,976	8 75,516	68 453	378	1,44,896	156	63,584	2 4 5

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded **1900**

Open mileage.	Period	No. of passengers	Rs	Mds	Rs	Rs	Rs	Rs.	No	Rate Rs A P
162·24	13 days of January	23,623	26,806	1,85,104	22,087	127	49 201	303	19 464	2 8 5
162·24	Week ended 20th January	14,207	10 685	78,419	11,791	45	22,528	139	9,672	2 5 3
162·24	,, ,, 27th ,,	14,194	10,428	96 926	10 178	140	20,741	128	9,686	2 2 3
162·24	,, ,, 3rd February	14,684	11,930	96,775	9 448	79	21,463	132	10,368	2 1 6
162·24	,, ,, 10th ,,	16,289	13,157	1,19,865	12,368	43	25,567	158	10,939	2 5
	Totals up to date	87,807	73,197	5,65,989	65 855	428	1,39,463	147	60,019	2 5 2

SOUTH BEHAR RAILWAY

Approximate Return of Traffic for week ended 9th February 1901, on 78·76 miles open.

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings.	Traffic Train-miles run		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching	Merchandise.	Total.
		Rs A. P	Mds s.	Rs A P	Rs A P	Rs. A P			
Total traffic for the week	11,290	5,005 4 0	51,109 30	3,154 2 0	44 0 0	8,203 6 0	1,688	911	2,599
Or per mile of railway		63 8 10		40 0 9	0 8 11	104 2 6	...	...	...
For previous 4⅝ weeks of half-year	45,340	21,569 15 0	2,26 155 10	16,632 14 0	203 0 0	38,405 13 0	8,286	4,967	13,253
Total for 5⅝ weeks	56,630	26,575 3 0	2 77,265 0	19 787 0 0	247 0 0	46,609 3 0	9,974	5,878	15,852
Comparison									
Total for corresponding week of previous year	12,247	5 909 9 0	54,623 30	3,633 7 0	23 14 3	9,564 14 3	1,653	673	2,326
Per mile of railway corresponding week of previous year	.....	75 0 6	..	46 1 11	0 4 8	121 7 1	...	..	..
Total for corresponding 5⅝ weeks of previous year	62,210½	29,567 7 7	3,26,705 0	23,565 0 0	152 0 9	53 204 6 4	8,892	4,146	13,038

1901 *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900*

Open mileage	Period	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings	Total	Per mile of railway	Train mileage	
		Number of passengers	Rs.	Mds	Rs	Rs	Rs.	Rs	No	Rate. Rs A P
78 76	13 days of January	16,080	7 566	74 130	5,331	75	12,964	164	4,762	2 11 6
78 76	Week ended 19th ,,	10,001	5,127	45,663	4,659	48	9 829	125	3 757	3 9 1
78 76	,, ,, 26th ,,	9 458	4,469	54,334	3,515	44	8 028	102	2,758	2 14 7
78 76	,, ,, 2nd Feb	9,801	4,416	52,019	3,138	43	7,597	96	2 978	2 8 10
78 76	,, ,, 9th ,,	11 290	5,005	51,110	3,154	44	8,203	104	2,599	3 2 6
	Totals up to date	56 630	26,575	2 77,265	19,787	247	46,609	104	15 852	2 15 1

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded 1900

Open mileage	Period	Number of passengers	Rs	Mds	Rs.	Rs	Rs.	Rs	No	Rate Rs. A. P.
78 76	13 days of January	19,819	9,099	94,726	6 991	54	16 144	205	4,134	3 14 6
78 76	Week ended 20th ,,	9,806	4,425	60,658	4,221	12	8 638	110	2 220	3 14 3
78 76	,, ,, 27th ,,	10,125	4,975	60,098	4,588	21	9,584	122	2,298	4 4 11
78 76	,, ,, 3rd Feb.	10,625	5,159	56,604	4,132	24	9 313	118	2,226	4 2 11
78 76	,, ,, 10th ,,	12,247	5,909	54 624	3,633	23	9,565	121	2,426	4 4 9
	Totals up to date	62,211	29,567	3,26,705	23,565	133	53,204	118	13,038	4 1 4

BENGAL CENTRAL RAILWAY COMPANY, "LIMITED"

Approximate Return of Traffic and Mileage for the Week ended 16th February 1901, on 139 miles open

	Coaching Traffic		Merchandise and Mineral Traffic.		Other earnings	Total earnings	Traffic Train miles run		
	Number of passengers	Coaching receipts.	Weight carried	Receipts.			Coaching	Merchandise	Total.
		Rs A P	Mds s.	Rs A P	Rs A P	Rs A. P			
Total traffic for the week	31 843	14,690 0 0	58,365 0	4,413 0 0	163 0 0	19,266 0 0	4,569	2,7 6	7,276
Or per mile of railway	245	113 0 0*	420 0	32 0 0	1 0 0	146 0 0	...		.
For previous 6 weeks of half year ..	189 142	87,769 0 0	377,873 0	29,128 0 0	21 092 0 0	1,37,989 0 0	26,048	15,738	41,786
Total for 7 weeks	220,985	1,02 459 0 0	436,238 0	33,541 0 0	21,275 0 0	1,57,275 0 0	30,616	18,446	49,062
Comparison									
Total for corresponding week of previous year	34,035	15,248 0 0	98,187 0	7,091 0 0	90 0 0	22,429 0 0	4,632	2,874	7,506
Per mile of railway corresponding week of previous year	269	117 0 0	692 0	51 0 0	1 0 0	169 0 0	.		
Total to corresponding date of previous year	231 678	95,674 0 0	544,053 0	42,366 0 0	12,099 0 0	1,49,539 0 0	32,729	18,688	51,417

* Coaching traffic calculated on 130 miles only

BENGAL AND NORTH-WESTERN RAILWAY.

Approximate Return of Traffic for the week ending 16th February 1901, on 1,223 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated), including steam-boat.	Total earnings.	Traffic Train miles run		
	No of passengers.	Receipts	Weight carried	Receipts			Coaching	Merchandise.	Total.
		Rs	Mds.	Rs	Rs	Rs			
Total traffic for the week on 1,223 miles open	171,460	70,770	8,14,120	1,22,830	18,960	(a)2,12,560	31,591	(b)31,169	62,760
Or per mile of railway	140·30	57·87	665·67	100 43	15 50	173 80	... ..	.....	...
For previous 5½ weeks of half year ...	847,300	3,67,970	36,48 130	5,06,580	90,280	9,64,830	173,281	160,597	333,878
Total for 6½ weeks	1,018,760	4,38,740	44,62,250	6,29,410	1,09,240	11,77,390	204,872	191,766	396,638
Comparison									
Total for corresponding week of previous year on 1 085 miles open	145,663	62,838	7,71,542	1,10 344	18,210	1,91,392	37,213	(c)24,773	61,986
Per mile of corresponding week of previous year ..	134·25	57·92	711 10	101·70	16 78	176 40	..	... ..	...
Total to corresponding date of previous year	862,968	3,69,074	44,90,488	6,18,324	1,04,724	10,92,122	189,117	213,624	402,741

(a) Increase due to increased mileage and improved traffic generally
(b) Includes 1,254 miles of ballast trains run on open line
(c) " 5 322 " " "

SEGOWLIE-RAKSAUL BRANCH RAILWAY

(Worked by the B & N-W Railway.)

Approximate Return of Traffic for week ending 16th February 1901, on 18 miles open

	Coaching Traffic		Merchandise and Mineral Traffic.		Other earnings (estimated).	Total earnings	Traffic Train-miles run.		
	Passengers carried	Receipts	Weight carried.	Receipts			Coaching	Merchandise.	Total.
	No	Rs	Mds	Rs	Rs	Rs			
Total traffic for the period on 18 miles open ..	1,292	308	15,249	539	17	864	365	139	504
Or per mile of railway	71·78	17·11	847 17	29·94	0 95	48·00		..	...
For previous 5½ weeks of half year	9,843	1,881	61,622	2 408	321	4,610	1,750	644	2,394
Total for 6½ weeks	11,135	2,189	76 871	2,947	338	5,474	2,115	783	2,898
Comparison									
Total for corresponding week of previous year on 18 miles open	1,322	235	5,800	213	3	451	164	88	252
Per mile of corresponding week of previous year	73 44	13 03	322 22	11·84	0·17	25·04	.. ..		
Total to corresponding date of previous year ...	8,714	1 604	55,965	1,641	54	3 299	1,118	610	1,728

ASSAM-BENGAL RAILWAY

Approximate Return of Traffic for the week ended 9th February 1901, on 397 miles open for all descriptions of traffic, and an additional 181 miles for goods and parcels traffic only

	Coaching Traffic.		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	No. of passengers.	Coaching receipts.	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs A. P	Mds S	Rs. A P	Rs A P	Rs. A P			
Total traffic for the week	49,087	24,474 0 0	131,043 0	11,512 0 0	661 0 0	36,647 0 0	4,058	7,306	11,364
Or per mile of railway	100·97	61 65	226·72	19·92	1 14	82·71	10·22	12 64	22·86
For previous 5 weeks of half year ...	160,849	1,01 764 0 0	880,725 0	66,111 0 0	5,047 0 0	1 72,912 0 0	16,061	37,497	54,158
Total for 6 weeks	209,936	1,26,238 0 0	10 11,768 0	77,623 0 0	5,708 0 0	2 09,559 0 0	20,719	44,803	65,522
Comparison.									
Total for corresponding week of previous year	34,632	22,111 0 0	173,054 0	11,765 0 0	455 0 0	34,331 0 0	3,481	6,502	9,983
Per mile of railway corresponding week of previous year	87 45	55 34	398·76	27 11	1·05	84·00	8·79	14 98	22·77
Total to corresponding date of previous year	179 803	1,14,718 0 0	11,06,758 0	76,276 0 0	5,619 0 0	1,96,646 0 0	19,633	43 091	62,924

FINANCIAL YEAR.

Approximate Statement of Gross Receipts of the Assam-Bengal Railway.

Receipts for week ending 9th February 1901.			Receipts for week ending 10th February 1900.			Total receipts from 1st April 1900 to 9th February 1901.			Total receipts from 1st April 1899 to 10th February 1900.			Total increase in 1901	Total decrease in 1901.
Mean mileage worked.	Receipts	Per mile worked	Mean mileage worked.	Receipts	Per mile worked	Mean mileage worked	Total receipts.	Per mile worked per week	Mean mileage worked	Total receipts	Per mile worked per week		
	Rs	Rs		Rs.	Rs		Rs.			Rs.		Rs.	Rs.
578	36 647	63 71	434	34,331	84 00	578	14,65,862	...	434	13,69,526	.....	96,336	.....

DARJEELING-HIMALAYAN RAILWAY COMPANY, LIMITED.

	Rs	A.	P.
Approximate earnings for the week ending 16th February 1901	10,492	0	0
Audited earnings for the corresponding period of 1900	13,630	0	0
Decrease	3,138	0	0
Receipts per mile for the week ending 16th February 1901	205	11	7
Ditto for the corresponding period of 1900	267	4	1
Decrease	61	8	6
Receipts from 1st January to 16th February 1901	64,166	0	0
Ditto for the corresponding period of 1900	83,573	0	0
Decrease	19,407	0	0

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CONTENTS.

REPORT ON THE STATE OF THE SALT MARKET FOR THE THIRD QUARTER OF 1900 1901

No. 166B, dated Calcutta, the 19th February 1901

From—C. J STEVENSON-MOORE, Esq, Offg Secy. to the Board of Revenue, L P,
To—The Secretary to the Government of Bengal, Financial Department

THE HON'BLE MR C. W BOLTON, C.S.I

I AM directed to submit the following report on the state of the salt market for the third quarter of 1900-1901, comprising the months of October, November and December 1900.

2. The quantity of salt of every description cleared during the quarter amounted to 25,89,478 maunds, as compared with 26,15,493 maunds in the previous quarter and 25,52,009 maunds in the corresponding quarter of the previous year, and the nett amount of duty levied thereon was Rs. 60,39,424, as against Rs. 60,96,387 in the previous quarter and Rs. 59,82,021 in the corresponding quarter of the previous year.

3. The quantity of locally-made salt removed from the *golas* in Orissa during the quarter and the quantity which remained in store at its close are shown in table (I) below:—

TABLE I.

1		2
		Puri
		Mds
Balance at the close of the previous quarter	...	3,74,130
Manufactured or added during the quarter	.	.
Total	..	3,74,130
Sold during the quarter ...	...	19,985
Wastage	..	2,354
Total	...	22,339
Balance at the close of the quarter ...	..	3,51,791

The total sales of locally-made salt during the quarter amounted to 19,985 maunds, as compared with 14,868 maunds in the previous quarter and 14,048 maunds in the corresponding quarter of the previous year. Duty was paid on the full quantity sold. Owing to the reduction of the price of this salt, from two and one annas a maund to an all-round rate of half-an-anna a maund, sanctioned in Government Order No. 2003T.—F, dated the 13th November 1900, the sales are increasing.

4. The subjoined table (II) shows in detail the importations into the port of Calcutta and the total clearances of sea-imported salt during the quarter, as compared with the figures of the corresponding quarters of the two years previous:—

TABLE II.

WHENCE IMPORTED	1898 99		1899 1900		1900 1901	
	3rd quarter		3rd quarter		3rd quarter	
	Imported	Cleared	Imported	Cleared	Imported	Cleared.
1	2	3	4	5	6	7
	Mds	Mds	Mds	Mds	Mds	Mds
I—United Kingdom	14,88,793	15,36 092	10,99 665	11,51 990	10 13,954	8 15,304
II—Hamburg	1,46,361	1,81,610	4,67,044	2 80,602	61,708	2,09,592
III—United States	2	2	..			
IV—Hong Kong			11	11	...	..
IV—Muscat	68,625	65,430	51 500	68 294	} 79 900	88,792
IV—Lingah	1,64 300	40 396	7 22,900	87,200		
IV—Hanjam ...	1 361	41 702		12,550		
IV—Salif	1,44,556	1,33,085	2,04 000	95,493	75,390	3,51,154
IV—Rock					18,650	10,726
IV—Rawayah ..	3,19,661	1,04,064	1,638	3 28,525	3,11 240	2,75,456
IV—Aden ...	1,01,186	2,62,686		2,00,781	2,46,114	4,06,483
IV—Ceylon	1	1			..	
IV—Diego Soarez (Madagascar) ..	83,667			5,469		
IV—Jeddah	..	2,100		2,082		
IV—East Africa		..			6	6
IV—Australia (Victoria)				..	4	4
IV—Port Said			2	2	..	
V—Coconada			3,000			..
V—Madras		426		..		
VI—Bombay ...	2,50,259	1,56,997	1,63,216	1,37,162	1,25,190	1,53,162
Total	26,09,972	24,14,415	20,91,976	23,76,174	19,12,555	23,05,639

There has been a considerable decrease in the quantity of salt imported and a decrease, less marked, in the quantity cleared. The only important exception is Aden. The decrease in quantity cleared for English salt is very marked

5. Table III shows the quantity of sea-imported salt remaining in the warehouses at the close of the quarter, as compared with the results of the previous four quarters:—

TABLE III

WHERE STORED	Third quarter of 1899-1900	Fourth quarter of 1899-1900	First quarter of 1900-1901	Second quarter of 1900-1901	Third quarter of 1900 1901
1	2	3	4	5	6
	Mds.	Mds	Mds,	Mds	Mds.
Sulkea Government Salt Golas ..	24 85,905	18,76 601	10,08,927	13 98 899	9 61,508
Kidderpore Dock ditto	7,90,329	5 81 797	4,36,093	5 53 644	3 81 286
Chittagong Government Salt Golas ...	1,78,338	1,28 900	76 509	60,773	1,31 694
Ditto private ditto	14,518	3 028	2 210		...
Narayanganj (private bonded salt warehouses)	51,201	54,440	43,477	18 491	47,265
Khulna (ditto ditto)	2,416	3,244	683	4 261	1 927
Balasore (ditto ditto) ..	599	6 040	7,092		
Chandbali (ditto ditto) ..	2,898	1 126	4,900	2 556	10,10[illegible]
Bhairab Bazar (ditto ditto) ..	22,530	21 000	12,600	24 580	30,250
Jhalakati (ditto ditto)	31,198	25,378	16,212	29 590	26,637
Total	34,99,800	37,02 600	16 06 502	20,87 794	15,91,182

Stocks were more depleted at the end of this quarter than they have been for some time past. The depletion is most noticeable in the case of the Sulkea and Kidderpore golas The inland bonded warehouses, on the whole, show an increased stock in hand.

6 The despatches of salt from Calcutta by water and the three railways passing through the several pass-stations into the interior of the country, both east and west of the river Hooghly, as well as the despatches by steamers and flats during the quarter, and the corresponding quarters of the last two years, are shown in table (IV) below —

TABLE IV

PERIOD	BY WATER.					BY RAIL			BY STEAMERS AND FLATS.	
	Viâ Balikhal	*Viâ* Sankrail	*Viâ* Gewan khali	*Viâ* Kidder pore	*Viâ* Balliaghatta.	*Viâ* Rath tala Ghat	By the East Indian Rail way	By the Eastern Bengal, Bengal Central, and South Eastern Railways, or *viâ* Chitpur	Quantity despatched into the interior (excluding Orissa)	Quantity despatched to Orissa.
1	2	3	4	5	6	7	8	9	10	11
	Mds	Mds	Mds	Mds	Mds	Mds	Mds.	Mds.	Mds.	Mds
Third quarter of 1898-99	1,46,644	1,31 214	90 078	72,490	3 80 989	153	8,78,073	3,63,877	2,32 485	38 510
Ditto of 1899-1900	1 08,404	1,14,385	94 847	68,275	2 11 680	..	9,08,052	3 70 447	2 64 052	15,320
Ditto of 1900 1901	1,35,087	1,29,088	92,256	60,000	3,40,826		8,06,803	4,97,153	2,54,060	27 680

7. The quantity of salt despatched by the East Indian Railway to stations beyond Buxar during the quarter amounted to 4,455 maunds against 1,215 maunds in the previous quarter and 19,490 maunds and 30 seers in the corresponding quarter of the previous year.

8. The quantity of saltpetre removed from the refineries during the quarter on payment of duty amounted to 3,187 maunds, as compared with 3,317 maunds in the previous quarter and 1,587 maunds in the corresponding quarter of the previous year.

9. The shipments of Liverpool salt during the quarter for the port of Calcutta, according to the published market reports, amounted to 12,203 tons It is reported that two sailing vessels were *en route* for Calcutta at the close of the quarter with 2,800 tons of salt from Hamburg.

10 Table V shows the average wholesale price per 100 maunds of Liverpool and other descriptions of salt during each fortnight of the quarter:—

TABLE V

Description of Salt	Fortnight ending 15th October 1900	Fortnight ending 31st October 1900	Fortnight ending 15th November 1900	Fortnight ending 30th November 1900	Fortnight ending 15th December 1900	Fortnight ending 31st December 1900
1	2	3	4	5	6	7
	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P
Liverpool panga ...	73 8 0	73 15 1	77 1 7	73 4 8	71 12 11	72 7 0
Hamburg karkatch ..		64 2 4			64 8 0	
Muscat ditto ..	37 9 7	38 0 0	37 3 5	37 0 0	38 8 0	40 0 0
Jeddah ditto	43 4 0	48 5 4	44 0 0	46 8 0	51 8 0	53 0 0
Bombay ditto	41 2 0	44 0 0	44 0 0	44 0 0	46 0 0	46 0 0
Rock ditto ..	38 0 0					
Aden crushed	45 11 5	48 0 8	54 9 1	54 7 4	51 12 0	56 13 0
Salif do	45 0 0	46 9 7	48 5 1	40 13 1	49 15 4	49 0 0
Hawayah do				53 2 0		

Prices over the period taken have a decided tendency upwards for all classes of salt, except perhaps English

11 The following table (VI) shows the quantity of sea-imported salt admitted into bond and cleared from bond and shipboard at the several outports and inland warehousing stations —

TABLE VI

Port or Station	Description of Salt	Admitted into Bond		Cleared	
		Third quarter of 1899-1900	Third quarter of 1900 1901	Third quarter of 1899-1900	Third quarter of 1900-1901
1	2	3	4	5	6
		Mds	Mds	Mds	Mds
Chittagong	Liverpool ...	1,05 895	90 869	48 611	45,050
	Hamburg ..	36,250		11 479	..
Narayanganj	Liverpool	1 40 815	1,57,295	1,20 429	1 21 409
Khulna	Ditto ..	4 700	5 900	4 760	8,070
Balasore	Ditto ..	6 000		7,508	
Chandbali	Ditto	6 500	12 000	13 608	4 800
Bhairab Bazar	Ditto	42 000	55 404	41 06_	48,796
Jhalakati	Ditto	64,500	34,862	62 214	36,140
	Total	3 97 160	3,56 421	2,99,728	2,63 854

The inland warehouses at Narayanganj, Chandbali and Bhairab Bazar carry on an increasing trade.

No transactions in sea-imported salt have been reported for the quarter from Cuttack and Puri

WEATHER AND CROP REPORT.

For the week ending the 4th March 1901

Burdwan.—No rain Weather seasonable. Pressing of sugarcane continues Condition of *rabi* crops fair Fodder and water sufficient. Common rice selling as follows :—

	Srs.	
Sadar	12	per rupee
Kalna	10 5/8	
Katwa	12 3/8	
Raniganj	12 1/2	

Birbhum.—No rain. Weather cloudy Pressing of sugarcane continues *Rabi* crops doing well. Price of rice at Sadar 12 seers and at Rampur Hât 13½ seers per rupee Fodder sufficient.

Bankura.—No rain Weather occasionally cloudy Pressing of sugarcane in progress Harvesting of *rabi* has commenced Sporadic cases of cow-pox reported. Fodder dear Price of common rice at Bankura 11 seers 14 chitaks and at Vishnupur 12 seers per rupee

Midnapore—No rain *Aman* being harvested Sugarcane being pressed. *Rabi* looks good Common rice sells as follows.—

	Srs.	
Sadar	14	per rupee
Contai	13	
Tamluk	11	
Ghatal	12	

Hooghly.—Rainfall at Sadar nil, Serampore nil, Arambagh 01. Pressing of sugarcane continuos Prospect of standing crops good Common rice sells at 10 seers 10 chitaks per rupee

Howrah—No rain Weather seasonable Harvesting of *rabi* finished. Fodder and water sufficient Common rice sells at 10 seers per rupee.

24-Parganas.—Rainfall nil Weather seasonable Lands are being ploughed for *aus* paddy and jute *Rabi* crops are being harvested. Cattle-disease reported from Sadar and Basirhat subdivisions Fodder and water sufficient Common rice sells as follows :—

	Srs.	Ch	
Sadar	10	½	per rupee
Barasat	10	0	
Basirhat	10	0	
Diamond Harbour	10	½	

Nadia.—No Rain Weather seasonable. Harvesting of *rabi* crops still going on. Lands being cultivated for early rice. Fodder and water sufficient except in Chuadanga. Common rice sells as follows —

Sadar	11¾	per rupee.
Kushtia	13	
Meherpur	11¾	
Chuadanga	12	
Ranaghat	10	

Murshidabad.—No rain Weather seasonable Prospects of *rabi* crops favourable Cattle-disease reported from Hoorshi outpost of Sadar subdivision. Fodder and water sufficient. Common rice sells as follows :—

	Srs.	
Sadar	13	per rupee.
Jangipur	14	
Kandi	14½	
Lalbagh	12	

Jessore.—No rainfall. Weather seasonable Prospects of the crops good. Peas, rapeseed and linseed being harvested Harvesting of mustard completed Pressing of sugarcane going on. Fodder and water sufficient. Common rice sells as follows.—

	Srs.	
Sadar	12½	per rupee.
Jhenida	12	
Magura	12	
Narail	10	
Bangaon	12 1/16	

Khulna.—Rainfall nil Weather getting hot. Transplantation of *boro* still continues. Fodder and water sufficient Common rice sells as follows —

	Srs	
Sadar	11½	per rupee.
Bagerhat	9¾	
Satkhira	11	

Rajshahi.—Weather seasonable Prospects of crops good No cattle-disease. Fodder and water sufficient Common rice selling at 13 seers per rupee.

Dinajpur.—Rainfall nil. Weather seasonable. No cattle-disease Fodder and drinking water plentiful Rice 14 seers a rupee in Dinajpur town and 13 seers at Thakurgaon

Jalpaiguri.—Rainfall nil. Weather seasonable Prospect of *rabi* crops satisfactory. Harvesting of tobacco commenced in places Fields are being prepared for *bhadoi* and jute Common rice sells at 12 seers per rupee Fodder and water sufficient

Darjeeling—Rainfall nil. Weather seasonable. *Hills—tori*, wheat, barley, potatoes progressing *Terai*—harvesting of mustard proceeding Potatoes doing well. Common rice sells as follows —

	Srs	
Hills	10	per rupee
Terai	14	

Bhutta sells at Darjeeling 19 seers and at Kalimpong 20 seers per rupee

Rangpur.—Rainfall nil Weather seasonable Harvesting of *rabi* crops almost finished. Sowing of *aus* going on Water and fodder sufficient. Price of common rice stationary.

Bogra—No rain Cultivation for *aus* and jute still going on. Rain wanted Fodder and water sufficient Prices unchanged

Pabna.—Rainfall nil. Weather seasonable Prospects of crops good Land being prepared for paddy and jute Prices unchanged Fodder and water sufficient

Dacca.—Rainfall nil Weather seasonable Prospects of crops fair Fodder available No cattle-disease Common rice 10½ seers per rupee.

Mymensingh.—Rainfall nil. Weather seasonable Prospects of standing crops fair Common rice sells as follows —

	Srs	
Sadar	10	per rupee.
Jamalpur	10	
Kishoreganj	9¾	
Tangail	Report not received	
Netrakona	10	

Faridpur.—No rain. Weather warm in day, still cold at night State and prospects of crops good. Common rice sells at 12 seers a rupee.

Backergunge—Rainfall at Sadar nil Weather seasonable. Prospects of crops good. Fodder and water sufficient No cattle-disease reported Common rice sells at 11¼ seers (new *aman*) per rupee

Tippera.—Rainfall nil Days warm, nights and mornings cool State and prospects of crops indifferent Rain urgently wanted Water and fodder sufficient. Common rice sells at 11¼ seers per rupee

Noakhali—No rain Weather seasonable Prospects of standing crops good in Feni, fair in Sadar No cattle-disease reported Fodder and water sufficient Common rice sells at 11 seers per rupee

Chittagong.—No rain. Harvesting of winter rice completed Outturn 12 annas. Cattle-disease reported from Sitakund Water and fodder wanted. Common rice sells at 12½ seers

Patna—Prospect of standing crops good Harvesting of *rabi*, lancing of poppy and pressing of sugarcane going on Common rice sells at 14 seers per rupee in Patna town.

Gaya—Rainfall nil. Harvesting of *rabi* commenced in places. Lancing of poppy going on Common rice selling at 12 seers per rupee

Shahabad.—No rain. Weather cloudy Prospect of standing crops poor Pressing of sugarcane in progress. Fodder and water sufficient Rice 12 seers a rupee at Sadar

Saran—Rainfall nil Weather seasonable and appreciably warmer Standing crops good Poppy lancing going on Fodder and water sufficient Common rice 14 seers 1 chitak and *makai* 22 seers 1 chitak per rupee.

Champaran.—Rainfall nil *Rabi* ripening and being harvested in some places Prospects good Sugarcane pressing going on Fodder and water sufficient. Prices of common rice and maize at Sadar are 14½ and 23 seers, respectively

Muzaffarpur.—Rainfall nil Prospects of crops good Prices are—Common rice 13 seers, wheat 9 seers, barley 20 seers, maize 22 seers, gram 13 seers, and *arhar* 12 seers a rupee

Darbhanga.—Rainfall nil. *Rabi* doing well Fodder and water sufficient. No cattle-disease reported. Common rice sells as follows —

	Srs	Ch.	
Sadar	14	8	per rupee
Samastipur	15	0	
Madhubani ...	15	9	

Monghyr.—Rainfall at Monghyr nil, Begusarai ·06, Jamui 0 08 Cloudy weather not favourable to the *rabi* and poppy crops. Sugarcane pressing and poppy lancing going on Common rice sells as follows —

	Srs	Ch.	
Sadar	13	10	per rupee
Begusarai	13	0	
Jamui	14	0	

Bhagalpur.—Rainfall nil Weather seasonable Prospects of *rabi* continue to be fair Lands are being prepared for the *bhadoi* crops. Fodder and water sufficient. Prices stationary.

Purnea.—No rain Weather seasonable Standing crops doing well Ploughing for *bhadoi* crops going on Harvesting of tobacco commenced in places No cattle disease Fodder and water sufficient Common rice sells as follows —

	Srs.	
Sadar	14	per rupee.
Kishanganj	13	
Araria	16	

Malda.—Rainfall nil Weather seasonable. Prospects of standing *rabi* crops good Lands are being cultivated for *bhadoi* crops No cattle disease Rice sells at 14 seers per rupee Fodder and water sufficient

Sonthal Parganas.—Rainfall 05 Weather seasonable and cloudy *Rabi* crops doing well Fodder and water-supply sufficient No cattle-disease Rice sells at 14 seers and maize 19 seers a rupee. Deoghur and Pakaur reports not received

Cuttack—Rainfall nil Weather seasonable. Sugarcane and *rabi* being harvested *Dalua* and tobacco growing Condition of cattle generally good Fodder and water sufficient. Common rice sells as follows —

	Srs	Ch.	
Sadar	13	12	per rupee.
Jajpur	15	12	
Kendrapara	15	12	
Banki	15	12	

Balasore.—Rainfall nil Harvesting of *kandha*, *sarad*, and *rabi* continues Cotton and *dalua* flowering Surgarcane being pressed. Rice sells at 15½, 14 and 18 seers per rupee in interior, Balasore, and Bhadrak, respectively Ploughing continues Fodder and water sufficient.

Angul.—Rainfall at Sadar nil, Bissipara 1 61, Tikerpara 1 44, Chhindipali 2 5 Weather cloudy The *khasari* has been damaged by rain Common rice sells at 20 and 13 seers per rupee in Angul and Khondmals respectively Cattle-disease reported from the interior of the district. Fodder and water sufficient.

Puri.—Rainfall at Sadar nil, Khurda 0 05 Weather seasonable. Ploughing continues *Dalua* paddy in ear. *Mung* and other miscellaneous crops doing well. Harvesting of *arhar* and *kulthi* continues. Fodder and water sufficient. Rice sells as follows —

	Srs	ch	
Sadar	13	12	per rupee.
Khurda ...	16	1	
In the interior .. .	15	12	

Hazaribagh.—Rainfall at Sadar nil Weather seasonable Fodder and water sufficient. No cattle-disease reported Poppy crop reported to have been damaged to some extent Common rice sells at 13 seers per rupee Giridih report not received.

Ranchi.—Rainfall nil. Weather seasonable Ploughing continues. Rice sells at Sadar at 13 seers and in the interior 15 seers per rupee. No cattle-disease reported Fodder and water sufficient.

Palamau.—No rain. Weather seasonable *Rabi* and *mahua* suffered greatly from cloudy weather Barley still doing well. Rice selling at Sadar at 9½ seers per rupee.

Manbhum.—Rainfall nil. Weather seasonable Prospects of crops on ground good. Fodder and water sufficient Cattle-disease reported from Purulia, Jhalda, Para Average price of common rice at Sadar 13¼ seers and at Gobindpur 12 seers per rupee. Supply sufficient.

Singhbhum.—Rainfall 0 17 Average price of rice is 15½ seers in the district, 16 seers at Chaibassa.

General Summary.—Light showers are reported from Hooghly, Monghyr, Sonthal Parganas, Angul, Puri and Singhbhum. *Rabi* being harvested. Pressing of sugarcane and lancing of poppy going on Prospects generally good Fodder and water sufficient except in Chuadanga and Chittagong. Fodder is also dear in Bankura Cattle disease reported from four districts The price of common rice has risen in 19 districts, fallen in six and is stationary in the rest.

By order of the Lieutenant-Governor of Bengal,

F. A. SLACKE,

Secretary to the Govt. of Bengal.

REVENUE DEPARTMENT,

The 5th March 1901.

PRICES-CURRENT (*RETAIL*) OF FOOD-GRAINS AND SALT

IN THE

HEAD-QUARTERS STATION BAZARS OF THE DISTRICTS OF BENGAL
DURING THE FORTNIGHT ENDING THE 28TH FEBRUARY 1901.

PRICES-CURRENT (retail) of Food-grains and Salt in the Head-

Division	Number.	DISTRICTS	QUANTITIES PER RUPEE IN: Wheat — Present return	Wheat — Next preceding return	Wheat — Corresponding return of last year	Barley — Present return	Barley — Next preceding return	Barley — Corresponding return of last year	Rice, common — Present return	Rice, common — Next preceding return	Rice, common — Corresponding return of last year	Jowar or Cholum (*Sorghum Vulgare*) — Present return	Jowar — Next preceding return	Jowar — Corresponding return of last year
		BENGAL	S Ch	S Ch	S Ch	S Ch	S Ch	S. Ch	S Ch	S Ch	S Ch	S Ch	S Ch.	S Ch
Burdwan Division	1	Burdwan	12 8	12 8	13 4				12 0	12 0	15 0			
	2	Birbhum	12 0	12 0	12 0				12 0	12 0	13 8			
	3	Bankura	8 0	8 0	10 0				12 8	12 0	14 6			—
	4	Midnapore	8 0	8 0	10 0				12 0	12 8	18 0			
	5	Hooghly	10 0	10 0	11 8				9 8	9 8	12 0			
	6	Howrah					—		10 8	9 8	Old 13 0, New 16 0			—
Presidency Division	7	24 Parganas	—						10 0	10 0	12 4			
	8	Calcutta	8 14	8 0	10 0	16 0	16 0	15 0	10 0	10 0	12 4	16 0	16 0	12 4
	9	Nadia	10 10	11 0	15 11			.	11 7	11 7	13 0			
	10	Murshidabad	9 0	12 0	15 8	20 0	21 0		12 8	12 8	15 6			
	11	Jessore	8 0	8 0	10 1	10 0	12 0	13 0	11 8	13 4	15 0			
	12	Khulna		...					11 8	18 0	16 0	.		
Rajshahi Division	13	Rajshahi	12 0	15 0	[illegible]	24 0	26 4	26 4	12 12	12 12	11 4		—	
	14	Dinajpur	10 10 3	10 10 3	[illegible]			12 8	14 6 2	13 0	18 0			
	15	Jalpaiguri	8 8	9 0	11 0				12 8	12 8	17 0	...		
	16	Darjeeling	7 0	7 0	7 0	8 0	8 0	8 0	10 8	10 0	12 0		. .	
	17	Rangpur	9 0	11 0	11 0				New 10 0	8 0	11 0			—
	18	Bogra	9 15	9 15	7 8				12 12	12 12	17 4			—
	19	Pabna	13 8	13 14	16 2	20 0	25 8	35 0	11 4	11 4	16 0	. .	.	
Dacca Division	20	Dacca	10 0	10 0	10 8	[illegible] 0	16 0	32 0	11 0	11 0	17 0			
	21	Mymensingh	9 0	9 0	10 0	12 0	12 0	4 0	10 0	10 0	16 0		..	..
	22	Faridpur	10 0	10 0	14 8	12 0	12 0	32 0	10 8	11 0	13 8			
	23	Backergunge							11 1	11 4	15 12		..	..

A In the subdivisions the retail prices of salt per rupee are Kalna 10 seers 10 chitaks (panga) and 12 seers (karkatch) Katwa 11 seers 12 chitaks (karkatch) Raniganj 10 seers 8 chitaks (panga)

B At Rampur Hat the retail price of salt is 11 seers per [illegible]

C At Vishnupur the retail price of salt is 9½ seers per [illegible]

D In the subdivisions the retail prices of salt per rupee are —Contai return not received, Tamluk return not received Ghatal return not received

E In the subdivisions the retail prices of salt per rupee are —Serampore 10½ seers, Arambagh 10 seers 11 chitaks

F. At Uluberia the retail price of salt is 10 seers 10½ chitaks per rupee

G. In the marts in the interior of the district the retail prices of salt per rupee are —Chesla 10 seers 8 chitaks, Barasat 11 seers, Baduria 10 seers 12 chitaks, Moraghat 9 seers 2 chitaks.

H. In the subdivisions the retail prices of salt per rupee are Kushti a 10 seers (panga), Chuadanga 10 seers (panga), Meherpur 10 seers (karkatch), Ranaghat 10½ seers (crushed).

I. In the subdivisions the retail prices of salt per rupee are —Lalbagh return not received, Kandi 11 seers, Jangipur return not received

J. In the subdivisions the retail prices of salt per rupee are,—Jhenida 10 seers; Magura 9¾ seers, Narail 10 seers, Bangaon 10 seers 10 chitaks.

quarters Station Bazars of the Districts of Bengal on the 28th February 1901.

Indian-corn or Maize (*Zea mays.*) Present return	Next preceding return	Corresponding return of last year	Arhar or Thur, Cadjan Pea (*Cajanus Indicus*) Present return	Next preceding return	Corresponding return of last year	Salt Present return	Next preceding return	Corresponding return of last year	Wholesale prices per maund of 40 seers — Salt Present return	Next preceding return	Corresponding return of last year	Districts	Number	Division
S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	Rs A P	Rs A P	Rs A P	BENGAL.		
			7 8	7 0	11 0	A 11 8	11 8	11 14	Crushed 3 5 6	3 5 6	3 6 0	Burdwan.	1	Burdwan Division
			8 0	8 0	9 0	B 10 8	10 8	10 8	3 10 6	3 10 6	3 10 6	Birbhum	2	
			9 0	9 0	11 4	C 10 0	10 0	10 0	Panga 3 10 0	3 10 0	4 0 0	Bankura	3	
..	..		8 0	8 0	10 0	D 11 0	10 12	11 0	Panga 3 9 0 to 3 10 0	3 9 0 to 3 10 0	3 8 0	Midnapore	4	
			7 8	7 8	8 0	E 10 0	10 0	10 0	Crushed 3 12 0	3 12 0	3 12 0	Hooghly	5	
			7 4	8 0	10 8	F 10 8	10 8	10 10	3 8 0	3 10 0	3 7 0	Howrah	6	
			7 12	8 0	10 8	G 10 8	10 10	10 11	Panga 3 9 0	3 9 0	3 6 0	24 Parganas	7	Presidency Division.
16 0	16 12	12 4	10	8 0	10 0	11 0	11 0	11 0	Panga 3 6 0	3 6 0	3 5 0	Calcutta	8	
			8 6	8 6	10 0	H 11 13	11 13	12 1	3 6 0	3 6 0	3 5 0	Nadia	9	
			8 8	8 8	12 0	J 10 8	10 8	11 8	Karkatch 3 8 0	3 8 0	3 6 0	Murshidabad	10	
			10 10	12 0	16 4	I 9 8	9 8	10 0	Panga 3 14 0	3 11 0	3 12 0	Jessore	11	
			9 0	9 0	0 0	K 10 0	10 0	10 0	Panga 3 12 0	3 12 0	3 12 0	Khulna	12	
			15 0	15 0	18 12	L 9 12	9 12	9 12	3 12 0	3 12 0	3 13 4	Rajshahi	13	Rajshahi Division.
			9 9½	9 9½	9 9½	M 10 12	10 12	10 0	Panga 3 11 0	3 11 0	4 0 0	Dinajpur	14	
			9 0	9 8	10 8	N 10 0	10 0	10 0	Panga 3 13 0	3 13 0	3 11 0	Jalpaiguri	15	
20 0	20 0	16 0	6 8	6 0	6 8	O 8 8 8 8	8 8 8 8	8 0 8 0	Kora 4 8 0 Panga 4 9 0	4 9 0 4 9 0	4 12 0 4 12 0	Darjeeling	16	
	12 8	17 0	7 0	7 0	8 0	P 8 8	8 0	9 0	Panga 4 0 0	4 4 0	4 0 0	Rangpur	17	
			12 0	12 0		9 12	9 12	10 2	4 2 8	4 2 8	3 13 4	Bogra	18	
..			8 4	8 0	9 12	9 12	9 12	9 12	Panga 3 13 0	3 13 0	3 14 0	Pabna.	19	
—			8 0	8 0	10 0	R 10 0	10 0	10 0	Panga 3 12 0	3 12 0	3 9 0	Dacca.	20	Dacca Division
	..		7 0	7 0	8 0	S 10 4	10 4	9 8	Panga 3 13 0	3 13 0	4 0 0	Mymensingh	21	
—		.	10 0	10 0	8 0	T 10 0	10 0	10 0	Panga 3 12 0	3 12 0	4 0 0	Faridpur	22	
						U 10 0	10 0	10 0	Panga. 3 10 0	3 10 0	3 10 0	Backergunge	23	

K. In the subdivisions the retail prices of salt per rupee are —Bagerhat 9 seers, Satkhira 11 seers.
L. In the subdivisions the retail prices of salt per rupee are —Nator 10½ seers, Naugaon 9 seers 10 chitaks
M. No report from subdivision
N. In the Alipur Duars the retail price of salt per rupee is 8 seers.
O. The retail prices of salt (panga) at Kurseong and Siliguri are 8 and 10 seers per rupee respectively
P. In the subdivisions the retail prices of salt per rupee are:—Gaibanda 10 seers, Kurigram 8 seer, Nilphamari return not received
Q. At Sirajganj the retail price of salt is 10½ seers per rupee.
R. In the marts in the interior of the district the retail prices of salt per rupee are:—Madanganj 11 seers, Manikganj return not received, Mirkadim 11 seers 5 chitaks
S. In the subdivisions the retail prices of salt per rupee are:—Kishoreganj return not received, Jamalpur 9 seers 6 chitaks, Tangail (Kagmari) 8 seers, Netrokona 9 seers.
T. In the subdivisions the retail prices of salt per rupee are —Goalundo 10 seers, Madaripur 10¼ seers (crushed)
U. In the subdivisions the retail prices of salt per rupee are:—Pirojpur 8 seers, Patuakhali return not received, Bhola return not received.

PRICES-CURRENT (retail) of Food-grains and Salt in the Head-quarters

QUANTITIES PER RUPEE IN

Number	DISTRICTS.	Wheat: Present return.	Wheat: Next preceding return	Wheat: Corresponding return of last year	Barley: Present return.	Barley: Next preceding return.	Barley: Corresponding return of last year	Rice, common: Present return.	Rice, common: Next preceding return	Rice, common: Corresponding return of last year	Jowar or Cholum (Sorghum Vulgare): Present return.	Jowar or Cholum: Next preceding return.	Jowar or Cholum: Corresponding return of last year
	BENGAL—concluded.	S. Ch	S Ch	S Ch	S Ch	S Ch	S Ch.	S. Ch	S Ch	S. Ch	S Ch	S Ch.	S Ch.
	Chittagong Division												
24	Tippera	..					...	10 0	10 0	15 8	–	–	
25	Noakhali ..							11 0	12 0	16 8			
26	Chittagong*								12 10	15 0			
	BIHAR												
	Patna Division												
27	Patna*		11 0	14 0		24 0	18 8	–	15 0	16 0		30 0	
28	Gaya	10 0	9 8	13 8	22 0	22 0	19 0	11 8	11 8	13 8	16 0	16 0	13 8
29	Shahabad	8 0	9 8	11 0 & 12 8	16 0	15 0	16 0	13 0	12 0	12 0 & 13 0			
30	Saran	11 0	9 8	11 0	20 0	19 0	18 0	14 0	13 0	12 8			
31	Champaran	10 4	12 0	12 0 to 13 0	19 8	19 0	21 0	14 8	15 0	12 0 to 13 0		.	
32	Muzaffarpur	9 0	10 0	12 0	20 0	20 0	16 0	13 0	14 0	13 4			
33	Darbhanga	11 0	13 [illegible]	13 3	26 7	24 4	16 8	14 8	15 6	14 8			
	Bhagalpur Division												
34	Monghyr	10 0	10 8	13 0	22 12	21 0		13 10	14 11	12 10			..
35	Bhagalpur	9 8	10 0	13 4	21 8	20 0	17 12	13 14	15 2	13 14			...
36	Purnea	16 0	14 0	13 0				14 0	14 0	16 0			...
37	Malda							13 8	13 8	16 0			..
38	Sonthal Parganas.	9 0	9 8	10 0	13 8	14 0		14 0	14 0	14 0			
	ORISSA												
	Orissa Division												
39	Cuttack	9 3	9 13	10 8		...		13 12	13 12	15 1		..	...
40	Balasore	8 0	8 0	13 0	11 0	11 0	11 0	13 8	14 4	15 0	...	...	...
41	Puri	10 8	10 8	10 8				old 11 13 now 13 12	14 7	14 7	...	..	...
	CHOTA NAGPUR												
	Chota Nagpur Division												
42	Hazaribagh	8 8	9 0	11 0	16 0	18 0	20 0	13 0	13 0	11 12	.	...	...
43	Ranchi	6 8 to 8 0	7 8 to 10 0	7 12 to 11 0	12 0	14 0	11 0	15 4	15 8	11 0		...	
44	Palamau	6 12	8 7	12 6	16 14	16 14	16 14	10 2	11 13	11 13		..	...
45	Manbhum	10 8	10 0	11 0	16 0	16 0	..	13 0	12 8	13 0	16 0	20 0	16 0
46	Singhbhum*		10 0	12 0					15 0	13 0		...	

* Present return not received

V In the subdivisions the retail prices of salt per rupee are —Chandpur 9 seers, Brahmanbaria 10 seers.

W At Feni Hat the retail price of salt is 9 seers per rupee

Y In the subdivisions the retail prices of salt per rupee are —Barh 10½ seers, Dinapore 10½ seers Bihar 9½ seers

Z In the subdivisions the retail prices of salt per rupee are —Jahanabad return not received, Nawada return not received Aurangabad return not received

a At subdivisions the retail prices of salt per rupee are —Buxar 11 seers, Bhabua 10½ seers, Sasaram 10½ seers.

b. In the subdivisions the retail prices of salt per rupee are —Siwan 11 seers 13 chitaks, Gopalganj (Mirganj) 12 seers 1 chitak

c At Bettiah the retail price of salt is 10 seers per rupee

d In the subdivisions the retail prices of salt per rupee are —Hajipur 10 seers 8 chitaks, Sitamarhi 11 seers.

e. In the subdivisions the retail prices of salt per rupee are —Samastipur 10 seers, Madhubani return not received.

CALCUTTA,
[illegible]

Station Bazaars of the Districts of Bengal on the 25th February 1901—(concluded).

Indian-corn or Maize (*Zea mays.*) Present return.	Next preceding return.	Corresponding return of last year.	Arhar or Thur, Cadjan Pea (*Cajanus indicus*) Present return.	Next preceding return.	Corresponding return of last year	Salt. Present return	Next preceding return.	Corresponding return of last year	Wholesale prices per maund of 40 seers. Salt. Present return	Next preceding return	Corresponding return of last year	Districts	Number.	
S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	Rs. A. P.	Rs. A. P.	Rs. A. P.	**BENGAL—*concluded.***		
...	..			..	..	V 10 0	10 0	10 0 Panga.		3 12 0	3 12 0	Tippera	24	Chittagong Division.
						W 9 0	9 0	10 0 Panga.	4 8 0	4 8 0	4 0 0	Noakhali	25	
				7 8	8 0	X	10 10	10 4		3 12 0	3 10 0	Chittagong	26	
												BIHAR.		
	24 0			10 0	14 0	Y	10 4	11 0		3 10 0	3 7 0	Patna	27	Patna Division.
18 0	19 0		9 0	9 0	12 0	Z 10 5	10 5	10 12	3 14 0	3 11 0	3 12 6	Gaya.	28	
20 0	20 0		8 0	8 0	11 0 & 12 0	a 10 0	10 0	11 0	4 0 0	4 0 0	3 10 8	Shahabad	29	
21 0	22 8	14 0	7 0	8 0	13 8	b 10 0	10 0	10 8	4 0 0	4 0 0	3 11 0	Saran	30	
23 8	26 0	15 8	8 8	9 4	11 8	c 10 0	10 0	10 8	4 0 0	4 0 0	3 13 0	Champaran.	31	
22 0	23 0	14 12	8 8	9 8	11 8	d 10 0	10 0	11 8 Panga	3 9 0	3 9 0	3 [illegible] 0	Muzaffarpur	32	
24 8	23 1	15 6	7 11	9 0	12 1	e 11 0	11 0	11 4 Karkatch	3 10 0	3 10 0	3 11 0	Darbhanga	33	
18 14	19 15		11 0	13 2	13 2	f 10 8	10 8	10 0 Panga	3 8 6	3 8 6	3 9 0	Monghyr	34	Bhagalpur Division.
16 8	17 12	17 13	7 10	8 14	11 6	g 10 4	10 8	10 0	3 11 0	3 1[illegible] 0	3 14 0	Bhagalpur.	35	
			8 0	8 0	9 0	h 10 5	10 8	10 8 Panga	3 12 0	3 12 0	3 12 0	Purnea.	36	
--			9 0	8 0	8 8	i 10 0	10 0	10 0 Panga	3 14 0	3 11 0	3 11 0	Malda	37	
						10 0	10 0	10 0 Karkatch	3 14 0	3 11 0	3 11 0			
19 0	19 0		13 0	14 0	13 5	j 10 0	10 0	10 0 Crushed	3 12 0	3 12 0	3 12 0	Sonthal Parganas.	38	
												ORISSA		
		[illegible]	12 7	12 7	17 1	k 13 0	13 0	10 12 Karkatch	3 0 0	3 0 0	0 0	Cuttack	39	Orissa Division
..			6 6	7 0	8 8	l 10 8	10 8	11 0 Panga.	3 12 0	3 12 0	3 8 0	Balasore	40	
..			7 3	7 3	10 8	m 13 8	13 8	13 0 Karkatch	2 14 0	2 11 0	3 0 0	Puri	41	
												CHOTA NAGPUR.		
18 0	18 0	14 0	6 12	7 8	10 0	9 0	9 0	9 0 Panga.	4 5 0	4 7 0	4 0 0	Hazaribagh.	42	Chota Nagpur Division
22 0	21 0		7 0 to 8 0	8 0	8 0	9 8	9 8	9 8 Panga	4 2 0	4 2 [illegible]	4 2 0	Ranchi.	43	
13 8	15 12	12 15	12 6	13 1	12 15	9 12	9 9	9 4½	..			Palamau	44	
20 0	22 0	16 0	9 0	9 0	10 [illegible]	n 10 0	10 0	10 0 Panga	3 14 0	3 11 0	3 13 0	Manbhum	45	
	14 0	18 0		8 0	10 0		9 0	10 0		[illegible] 8 0	4 0 0	Singhbhum	46	

f. In the subdivisions the retail prices of salt per rupee are :—Rosera return not received, Jamui 10½ seers.
g. In the subdivisions the retail prices of salt per rupee are —Banka 10 seers Madhipura 9 seers, Supaul 10 seers.
h. In the subdivisions the retail prices of salt per rupee are —Kishanganj and Araria 9 seers.
i. At Balia Nawabganj the retail price of salt (panga and karkatch) is 10 seers per rupee
j. In the subdivisions the retail prices of salt per rupee are —Deoghur 10½ seers (panga), Godda 10 seers (crushed), Jamtara 11 seers (crushed) Pakaur 11 seers (karkatch), Rajmahal return not received
k. In the subdivisions the retail prices of salt per rupee are —Jajpur 10 seers (panga), Kendrapara 10 seers (panga).
l. At Bhadrak the retail price of salt is 10½ seers per rupee
m. At Khurda the retail price of salt is 14 seers per rupee.
n. At Gobindpur the retail price of salt is 10 seers 10 chittaks per rupee.

Published for general information.

F. A. SLACKE,
Secretary to the Govt. of Bengal.

PRICES-CURRENT (wholesale) of Food-grains, Firewood, &c.,

Number	Marts	Rice (best sort).			Common rice (*mota chaul*)			Wheat (*Triticum sativum*).			Barley (*Hordeum vulgare*).		
		Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year
1	2	3	4	5	6	7	8	9	10	11	12	13	14
		Rs A P	Rs. A. P	Rs A. P	Rs A. P	Rs A P	Rs A P	Rs. A P	Rs. A. P	Rs A P	Rs. A. P	Rs A P	Rs. A. P.
1	Calcutta	5 0 0	4 12 0	4 12 0	3 12 0	3 12 0	3 0 0	4 4 0	4 12 0	3 12 0	2 4 0	2 4 0	2 4 0
2	Burdwan	4 1 0	4 0 0	3 0 0	3 5 0	3 5 0	2 10 6			3 0 0	...	...	...
3	Midnapore	4 8 0 / 4 0 0	Old 4 8 0 / New 4 0 0	3 8 0	3 0 0	3 0 0	2 12 0	..	..			..	...
4	Pabna ..	6 8 0	6 8	6 0 0	3 6 6	3 6 6	2 8 0	2 15 6	2 14 0	2 7 6	..	...	...
5	Rangpur	New 5 12 0	6 0 0	5 0 0	New 3 12 0	4 2 0	2 10 0	4 0 0	3 8 0	3 8 0	..	...	...
6	Dacca	4 8 0	4 8 0	3 5 0	3 10 0	3 10 0	2 5 0	3 14 0	3 14 0	3 8 0	2 8 0	2 8 0	1 4 0
7	Chittagong* ..			..		3 6 0	2 12 0		..	..		...	..
8	Patna* ..		3 4 0	3 4 0		2 10 0	2 7 0	..	3 0 0	2 12 0	.	1 10 0	2 1 6
9	Muzaffarpur	4 7 0	4 7 0	5 5 0	2 13 9	2 12 0	2 14 6	4 0 0	3 13 0	3 1 3	1 14 6	1 14 6	2 6 9
10	Bhagalpur ..	3 5 0	4 0 0	3 2 6	2 13 0	2 10 0	2 14 0	4 3 10	4 0 0	3 0 0	1 14 0	2 0 0	2 4 0
11	Cuttack ..	3 12 0	3 12 0	3 6 0	2 12 0	2 12 0	2 7 0	4 2 0	3 12 0	3 12 6	...	..	...
12	Ranchi ..	3 3 0	3 1 0 to 3 10 0	5 0 0	2 10 0	2 9 3	3 11 9	5 0 0 to 6 2 6	4 0 0 to 5 6 6	3 10 0 to 5 2 6	3 5 3	2 3 6	3 10 0

* Present return not received.

CALCUTTA,
the 5th March 1901.

Juar or cholum (*Sorghum vulgare*).			Bajra or cumbu (*Pennisetum typhoideum*)			Marua or ragi (*Eleusine coracana*)			Gram, Chana, Chola, Kadalay, or Sunaga (*Cicer arietinum*)		
Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year	Present return	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return	Corresponding return of last year.
15	16	17	18	19	20	21	22	23	24	25	26
Rs. A. P	Rs A P	Rs. A P	Rs A P.	Rs. A P	Rs. A. P	Rs A. P	Rs A. P	Rs A P	Rs. A. P.	Rs A. P	Rs A. P
2 4 0	2 4 0	3 2 0	2 2 0	2 0 0	4 4 0				3 4 0	3 4 0	2 8 0
...	...	...	...			...	...	...	3 0 0	3 4 0	2 8 0
...	...				...	...		...	...		...
...	...	...	...	...	...	...	...		3 5 6	3 2 9	2 10 6
...	...	...	...	...	...	...		...	3 8 0	3 4 0	2 12 0
...	...		...		...	...	...		3 4 0	3 4 0	2 8 0
...	...		...		...	...		...		3 12 0	4 0 0
	1 4 0			...	...					2 1 0	2 4 0
...			...	...			1 10 6		2 13 9	2 12 0	2 6 9
...			...		...		...	...	[illegible] 10 10	2 12 0	2 7 6
...	...		...			...	...	...	3 2 0	Buri or kalai 3 1 0	2 3 0
...	...			...	...	...			3 10 0	3 5 3 to 3 10 0	3 1 0 to 3 7 0

PRICE PER MAUND OF

Indian-corn or maize (*Zea mays*)			Arhar dal or Thur—Cadjan pea (*Cajanus indicus*).			Linseed			Mustard and Rapeseed.		
Present return.	Next preceding return.	Corresponding return of last year	Present return	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year	Present return	Next preceding return	Corresponding return of last year
27	28	29	30	31	32	33	34	35	36	37	38
Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
2 4 0	2 2 0	3 0 0	5 0 0	4 12 0	3 12 0	5 4 0	6 4 0	5 0 0	5 0 0	5 0 0	4 4 0
	...	...	4 12 0	4 12 0	4 0 0				5 3 0	4 11 0	4 0 0
...	...	...	...			6 0 0	6 8 0	5 0 0	Black mustard 5 8 0 Rapeseed 4 6 0	Black mustard 5 8 0 to 6 8 0 Rapeseed 4 10 0	4 12 0 4 12 0
...	...		4 13 6	5 0 0	4 1 0	6 0 0	6 0 0	4 4 0	5 0 0	5 0 0	4 6 0
	2 12 0	2 4 0	5 0 0	5 0 0	4 8 0	...			5 8 0	6 0 0	4 3 0
	...		4 8 0	4 9 0	3 12 0			...	...		
...		...		5 0 0	4 12 0	...				5 8 0	4 10 0
.	1 10 0			3 14 0	2 12 0	...	4 14 0	1 6 0	...	3 14 0	3 14 0
1 11 9	1 10 6	2 10 0	4 7 0	4 0 0	3 5 8						
2 7 0	2 4 0	2 4 0	5 0 0	4 8 0	3 3 3		...	4 6 6		4 8 0	4 6 0
...	.	...	3 0 0	3 0 0	2 3 0	...	...	...	4 1 0	4 4 0	3 12 0
...		...	5 0 0 to 5 11 6	5 0 0	5 0 0	5 0 0	5 0 0	5 0 0	3 10 0 to 4 7 0	4 7 0 to 6 15 0	5 11 0 to 5 13 0

4846

40 STANDARD SEERS.

Til or Jinjili seed			Sugar (raw).			Cotton, cleaned			Jute.		
Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return	Corresponding return of last year	Present return	Next preceding return.	Corresponding return of last year
39	40	41	42	43	44	45	46	47	48	49	50
Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
5 12 0	5 8 0	4 12 0	4 4 0	4 4 0	5 6 0	18 4 0	18 0 0	16 0 0	4 12 0	4 12 0	5 0 0
			4 5 0	4 5 0	4 8 0			18 4 0	...		...
...			4 0 0 to 4 8 0	4 8 0 to 5 0 0	4 8 0	21 0 0	21 0 0	18 0 0 to 20 0 0	...		...
...		...	4 12 0	4 14 0	3 14 0	21 0 0	21 0 0	20 0 0		4 8 0	5 14 0
...		...	6 0 0	6 8 0	5 0 0		...	...		4 4 0	4 8 0
...	...	...	5 12 0	5 12 0	6 0 0				5 0 0	5 0 0	5 12 0
...	4 4 0			5 0 0	4 12 0		15 12 0	18 8 0	...	...	...
	4 14 0	4 14 0		3 12 0	3 0 0		17 0 0	15 0 0		3 12 0	5 0 0
...	...	...	3 5 3	3 6 3	2 10 6	...	...	...	...	...	...
...	...	...		6 4 0	3 15 0	18 8 0	19 0 0	22 0 0		...	...
4 14 0	4 8 0	3 12 0	4 2 0	4 2 0	4 5 0	22 0 0	22 0 0	24 0 0	...	...	...
...	...	...	4 7 0 to 5 0 0	4 7 0 to 5 0 0	4 11 0 to 5 11 0	22 12 0	22 12 0	22 12 0	...	...	...

Ghi (clarified butter).			Tobacco leaf.			Hides (cow).			Grass.		
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year.
51	52	53	54	55	56	57	58	59	60	61	62
Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
40 0 0	40 0 0	35 0 0	9 2 0	9 0 0	6 0 0	250 0 0	250 0 0 Per 100 pieces.	250 0 0	1 2 0	1 2 0	1 6 0
41 0 0	41 0 0	33 8 0	.	...	...				...	...	...
42 0 0	38 0 0 to 42 0 0	34 0 0	7 8 0 to 11 0 0	Madhukhah 7 8 0 Pulta. 11 0 0	8 0 0 10 0 0	Uncleaned hides per piece 1 0 0 to 2 4 0 Cleaned hides per piece 1 4 0 to 2 8 0	1 0 0 to 2 4 0 1 4 0 to 2 8 0	0 12 0 to 2 4 0 1 0 0 to 2 8 0	..		...
58 0 0	58 0 0	50 0 0	11 8 0	11 4 0	9 4 0		...	.	...	...	...
45 0 0	45 0 0	34 0 0	10 0 0	7 8 0	8 8 0	...	...	...	0 2 6	0 2 6	0 2 6
42 0 0	42 0 0	35 0 0	10 0 0	10 0 0	10 0 0	30 0 0	30 0 0 per maund.	25 0 0	0 4 0	0 4 6	0 4 0
	45 0 0	45 0 0	..	12 8 0	13 0 0		18 0 0 per maund.	18 8 0		...	
	38 0 0	29 0 0	.	3 0 0	3 0 0	...	...	...		0 5 0	0 5 0
35 [illegible] 0	37 10 0	30 7 6	8 0 0	8 0 0	11 7 0	...	...	...	.	...	...
41 0 0	41 0 0	33 0 0	4 0 0	5 0 0	6 6 0	.		.		..	...
42 12 0	43 8 0	30 0 0	4 8 0	4 8 0	4 4 0	25 0 0	25 0 0 per maund.	26 0 0	9 0 0	0 9 0	0 8 11
37 10 0 to [illegible] 10 8	40 0 0 to 45 11 3	34 0 0 to 40 0 0	8 0 0 to 13 0 0	8 0 0 to 13 0 0	8 0 0 to 13 0 0	1 0 0 per piece	1 0 0	1 0 0	0 4 0	0 3 0	0 3 0

in the undermentioned Marts of Bengal on the 28th February 1901.

Straw: Present return	Straw: Next preceding return	Straw: Corresponding return of last year	Juar stalks: Present return	Juar stalks: Next preceding return	Juar stalks: Corresponding return of last year	Iron: Present return	Iron: Next preceding return	Iron: Corresponding return of last year	Firewood: Present return	Firewood: Next preceding return	Firewood: Corresponding return of last year	Salt: Present return	Salt: Next preceding return	Salt: Corresponding return of last year	Marts
63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78
Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P	
1 0 0	1 0 0	0 10 0	...			5 4 0	5 4 0	5 4 0	0 9 0	0 9 0	0 5 0	3 6 0	Panga 3 6 0	3 5 0	1 Calcutta.
0 6 0	0 5 0	0 4 0			...				0 [illegible] 3	0 5 3	0 7 0	3 5 6	3 5 6	3 6 0	2. Burdwan.
0 8 0	0 9 6	0 2 11	...			5 0 0 to 5 4 0	5 0 0 to 5 4 0	3 8 0 to 4 12 0	0 4 0	0 4 0	0 1 0	3 9 0 to 3 10 0	Panga 3 9 0 to 3 10 0	3 8 0	3. Midnapore
1 0 0	1 0 0	1 0 0	...			7 12 0	7 12 0	7 0 0	0 5 0	0 5 0	0 1 0	3 13 0	Panga 3 13 0	3 11 0	4. Pabna.
0 7 0	0 7 0	0 7 0	...			8 0 0	7 12 0	7 0 0	0 5 0	0 5 0	0 8 0	4 0 0	Panga 4 4 0	4 0 0	5 Rangpur.
...		...	...			6 8 0	6 8 0	5 8 0	0 5 6	0 5 6	0 5 0	3 12 0	Panga 3 12 0	3 9 0	6 Dacca.
...	...	...	...				7 0 0	5 8 0					3 12 0	3 10 0	7 Chittagong.
	0 5 0	0 5 0					4 0 0	4 0 0		0 5 0	0 5 0		3 10 0	3 7 0	8 Patna.
...			...	...	...	[illegible] 11 6	5 10 6	6 10 0	0 4 [illegible]	0 4 0	0 4 0	3 13 0	Panga 3 13 0	3 7 0	9 Muzaffarpur
...	...		...			7 0 0	6 8 0	7 0 0	0 5 9	0 5 9	0 5 9	3 11 0	3 12 0	3 12 0	10 Bhagalpur.
0 8 6	0 8 0	0 6 0	...	...	...	4 2 0	4 4 0	4 4 0	0 1 0	0 4 0	0 1 0	3 0 0	Karkatch 3 0 0	3 0 0	11 Cuttack.
No fixed rate			...	...	...	8 0 0	8 0 0	8 0 0	0 4 0	0 4 0	0 4 0	4 2 0	Panga 4 2 0	4 2 0	12. Ranchi

Prices per maund of 40 standard seers (Iron, Firewood, Salt).

F. A. SLACKE,
Secretary to the Govt. of Bengal.

Results of the Meteorological Observations taken at the Alipore Observatory from 24th February to 2nd March 1901

Month	Date	Maximum in sun	Number of hours of bright sunshine	Mean pressure barometer at 32° Fahr	Temperature				Hygrometry				Wind		Rain	Weather
					Mean	Maximum	Range	Minimum	Mean wet bulb	Vapour tension	Dew point	Humidity	Prevailing direction	Miles recorded		
		°		Inches	°	°	°			Inch		%			Inches	
Feb	24th	134 8	6 3	30 072	71 7	78 9	12 0	66 9	66 2	0·575	62 9	74	NNW and NW	182	Nil	Partially cloudy, o.
"	25th	134 8	10 3	·063	66 4	77 0	21 7	55 3	56 8	·335	48 0	51	NNW and WNW	145	"	Clear, ⌓.
"	26th	137 1	9 9	·013	66 0	80 4	27 3	53 1	57 1	·351	49 2	50	WNW, NW and WSW	120	"	Clear, ⌓.
"	27th	138 1	9 9	29 955	66 8	81 4	28 3	53 1	58 0	·367	50 4	56	WSW, NW and W	50	"	Clear, ⌓.
"	28th	140 1	9 8	·925	69 3	83 6	27 6	56·0	61 8	·453	56 2	61	W by S and SW	107	"	Chiefly clear, ⌓.
Mar	1st	141 7	8 7	·958	71 0	85 1	25 5	59 6	62 [illegible]	·435	55 0	56	S by W and NNW	69	"	Partially cloudy, ⌓.
"	2nd	145 8	5 7	30 018	73 [illegible]	87 1	24 6	62 5	63 4	·4[illegible]1	56 0	55	NNW, N and W by N	81	"	Partially cloudy, ⌓, o.

	Inches.
The mean pressure of the seven days … …	30 005
The average pressure of the corresponding period for 24 years, Surveyor-General's Office … … …	29 889
	Hours
The total number of hours of bright sunshine … … … …	60 5
The maximum possible number of hours of sunshine … …	81 3
The mean temperature of the seven days … … …	69 4
The average temperature of the corresponding period for 24 years, Surveyor-General's Office … … … …	76 8
The extreme variation of temperature … … … …	34 0
The maximum temperature … … … … …	87 1
	Miles
The highest velocity of the wind in one hour … … … …	20
	%
The mean relative humidity … … … …	60
The average relative humidity of the corresponding period for 24 years, Surveyor-General's Office … … …	64
	Inches
The total fall of rain from 24th February to 2nd March 1901 … …	Nil.
The average fall of the corresponding period for 24 years, Surveyor-General's Office … … …	0 42
The total fall from 1st January to 2nd March 1901 … … …	3 26
The average fall of the corresponding period for 24 years, Surveyor-General's Office … …	1 72

The mean pressure, temperature, &c., are deduced from the traces of the Barograph and Thermograph, and from eye observations.

The maximum and minimum temperatures are obtained from self-registering thermometers. All the thermometers are verified and the readings have been corrected to a standard constructed and verified at the Kew Observatory. They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground.

The barometer readings are corrected approximately to those of the standard, Newman's No. 86, formerly at the Surveyor-General's Office.

The hygrometric elements are obtained from Tables III, IV, and V of the official tables computed in the Meteorological Office, and based on Regnault's modifications of August's formula.

The direction and the movement of the wind are taken from the trace of a Beckley's anemograph.

The mouth of the rain gauge is one foot above the ground.

o, overcast, ⌓, dew.

METEOROLOGICAL OFFICE, GOVT. OF INDIA,
Alipore (Calcutta), the 4th March 1901.

G. W. KUCHLER,
For Meteorological Reporter to the Govt. of India and Director-General of Indian Observatories.

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT

Approximate Return of Traffic on the Circular and Eastern Canals for the week ending Saturday, the 2nd March 1901, as compared with the corresponding week of the previous year

Nature of Cargo	Week ending Saturday the 2nd March 1901			Week ending Saturday the 3rd March 1900		
	Number of boats.	Weight of cargo	Tollage	Number of boats.	Weight of cargo	Tollage
		Mds.	Rs		Mds	Rs
Rice and paddy	913	2,33,916	3,790	1,592	3,77,510	6,522
Jute	92	40,620*	554	15	8,475	123
Firewood	69	58,075	852	81	65,850	990
Other articles	708	2,03,825	2,932	828	2,15,485	2,792
Total	1,782	5,36,436	8,128	2,516	6,67,820	10,427

* Weight by canal measurement—39 987¼ maunds.

EAST INDIAN RAILWAY.

Statement of Goods Traffic in staples carried during the five weeks and two days ending 31st December 1900 as compared with the same period of 1899

Staples.	1899		1900		Increase		Decrease	
	Weight	Freight	Weight.	Freight	Weight	Freight.	Weight.	Freight
	Mds	Rs	Mds	Rs	Mds.	Rs	Mds.	Rs
Apparel including drapery, haberdashery millinery, uniforms, accoutrements, boots and shoes	6,484	7,058	8,705	11,594	8,705	11,594	•	
Coal & Coke carried for the public and foreign railways	1,10 34,175	14,75 672	1,48,10 337	20 00,123	37,76,104	5,24,461		
Cotton—								
(1) Raw	3,00,766	1,30 048	2,89 412	1,26 913		..	11,354	3,130
(2) Manufactured—								
(a) Twist and Yarn, European	7 006	6,392	5 429	3 604		...	1 577	2,988
(b) Ditto, Indian ..	48,580	15 483	56,918	17,723	8 338	2 300		
(c) Piece-goods, European	89 645	1,49 206	1,52 074	1,46 210	62,429			2,996
(d) Ditto, Indian	32,022	20 097	31,071	19,264			951	833
(e) Others			1,978	2 730	1,978	2,730		......
Chemicals excepting saltpetre ..	..		9,013	6,815	9 013	6,815	..	
Drugs—								
1 —Intoxicating, other than opium	450	592	328	322		...	122	270
2 —Non intoxicating ..	15 395	11,455	10,601	7 578	..		4,794	3,877
Dyes and Tans—								
1 —Al (Morinda citrifolia)	5	1	572	157	567	156	..	
2 —Alizarine and aniline dyes ..	360	264	4,819	638	4,459	374	..	
3 —Cutch	1 812	818	1,083	962	171	144		...
4 —Indigo	61,098	73,548	93 550	79 659	31 552	6,111	..	
5 —Myrabolams	23 674	5,999	9 877	3 458		..	13,797	2,541
6 —Tanning barks			5,479	472	5 479	472	...	..
7 —Turmeric	8 457	5 176	12,775	8 522	4 318	3 346		
8 —Others ..	17,277	9 037	5 323	2 576			11,954	6 461
Fodder—								
1 —Oil cake	74,682	12,051	66,345	13 292		1,241	8,337	
2 —Hay straw and grass		...	36 292	5 636	36 292	5 636	..	
Fruits and vegetables fresh	16 139	5 300	33 065	7 420	16,926	2 120		
Grain and Pulse—								
1 —Wheat ..	4,96 948	1,13 509	4,46 121	1,30 967		17 458	50 827	
2 —Wheat flour ..	41 420	10 415	34 132	8 507			7 288	1 908
3.—Rice in the husk	68 908	11 065	67 991	7 417	..		916	3,648
4 —Rice not in the husk ..	18 05 511	3,17 509	9 85 406	1,67,382			8,20,105	1,50,127
5 —Jowar and bajra	3 19,697	58 103	1 98,726	24 884			1,20 971	33 219
6 —Gram & pulse ...	17 73 455	6 16,348	7,14 153	1,77 896			10,59 302	4,37 452
7 —Others	8,10 143	2,15 591	2,25 990	41 266			5,84,153	1 74,325
Hides and Skins—								
1 —Hides of cattle	2,29,298	1 47 773	91,076	58 708	..		1 38 222	89 065
2.—Skins of sheep &c	29 283	18 533	21 686	9 216		..	7,597	9,317
Horns	2 483	840	1,117	615			1 366	225
Hemp (Indian) and other fibres (excluding jute)	78,510	15 442	1,09,531	26,216	31,021	10 774		
Jute—								
1 —Raw ..	2 07 709	44,243	3,50 641	66 458	1 42 932	22 215		
2 —Gunny bags and cloth	1 51 952	70 025	1,47 070	61 57.			4 882	8,448
Lac	1 29 304	71 772	95,896	50 728			33,408	21 044
Leather—								
1 —Unwrought		..	5 146	9 631	5,146	9,631		
2 —Wrought excepting boots and shoes	7 713	7 206	2 438	888	..	..	5 275	6,318
Liquors—								
1 —Ale and Beer	25 877	8 586	18,851	8,502		...	7,026	74
2 —Spirits of all kinds including country spirit	2 686	2 418	975	1,074			1 711	1,344
3 —Wines	4,693	6 348	3 497	5,203			1,196	1 145
4.—All other sorts including toddy and fermented liquor other than ale and beer	161	38	383	572	222	534		
Metals—								
1 —Brass, unwrought	193	175	1 681	839	1,488	664		
2.— Do wrought	20,909	10 210	22,712	9,685	1,803		..	525
3 —Copper, unwrought	534	224	1,048	891	514	667	..	
4 — Do wrought	1,234	722	2,315	1 160	1,081	438		..
5 —Iron and steel—								
(a) Cast	10,607	3 586	39,634	11 883	29 127	8 297		
(b) Unwrought	18 593	1,875	29 133	4 069	10 540	2,194		
(c) Wrought	1,04,728	44 327	1,49 176	55 411	44 448	11,084		
(d) Manufactures of iron and steel	34,288	15 305	38,640	23 226	4,352	7,921		..
6 —Zinc and spelter	3 409	2 408	2,458	1 771			951	637
7 —Others	11 916	8 316	13 709	9,910	1,793	1,594		..
Oils—								
1 —Kerosine	1,56,774	58,057	1,96 814	64 892	40 040	6,835		
2 —Castor	6 363	1,602	5 368	1 283			995	319
3 —Cocoanut	6 073	2 462	7 659	2 397	1 686			65
4 —Mustard and rape ...	10,746	4 984	16 556	6,482	5,810	1 498		
5 —Others	9 818	6 181	4,774	3 470			5,044	3,711
Oilseeds—								
1 —Castor ..	38,866	8,441	57,584	13 890	18,718	5,449	..	
2.—Earthnuts	15	8					15	8
3 —Linseed	1 33,973	37,602	47,908	12 209		..	86,065	25,393
4 —Poppy	16 867	3 978	9 617	3,034			7,250	944
5 —Rape and mustard ..	1 97,370	48 711	79 156	24,700			1,18 214	24,011
6 —Til or jinjili	3 13 311	36 437	2,93,746	78,371		41,934	19,565	.. ..
7 —Others	7,560	1,550	19 838	3,612	12,278	2,062	..	
Opium	79 915	86 393	70,358	78,267	..		9 557	8,126
Paper and pasteboard	25 463	15,774	22,015	15 090			3 448	684
Provisions—								
1 —Dried fruits and nuts ..	26,377	17,461	14,813	14 510		..	11,564	2,951
2 —Ghee ...	61,275	53 390	55 229	37,057			6,046	16,333
3 —Potatoes	2 02 560	89,568	1,87,783	73,383			14,777	16,185
4.—Others	92,404	47,099	99,189	49 263	6 785	2,254		
Railway plant & rolling stock carried for the public & foreign railways—								
1 —Locomotives engines and tenders and parts thereof	678	37	..				678	37
2.—Carriages and trucks and parts thereof	12,342	3,123	636	411	..	..	11,706	2,712
3.—Materials—								
(a) Steel rails and fish plates	22,418	513	1,041	236		...	21,377	277
(b) Sleepers and keys of steel and cast iron ..	5 854	3 184		..	..	..	5 854	3,184
(c) Other sorts ..	2 64 749	16 391	15,478	4 763			2,49 271	11,628
Salt	6 29 357	1 01,897	5,68,577	81,962			60,780	19,935

STAPLES	1899 Weight	1899 Freight	1900 Weight	1900 Freight	INCREASE Weight	INCREASE Freight	DECREASE Weight	DECREASE Freight
	Mds.	Rs	Mds	Rs	Mds.	Rs	Mds.	Rs
Saltpetre and other saline substances—								
1.—Saltpetre	1,03,002	27,990	69,350	18 464			34,632	9,526
2.—Other saline substances	44 429	12,688	59 444	15,863	15,015	3,175		
Silk—								
1.—*Raw—*								
(a) Foreign	...							
(b) Indian	4 856	2,255	332	567			4,524	1,688
2.—*Piece-goods—*								
(a) Foreign	8	13	...				8	13
(b) Indian	214	256	...				214	256
Spices—								
1.—Betel-nuts	21,699	20,250	27 75.	26,440	6,056	6,190	...	..
2.—Cardamoms	1 289	1 877	1,674	1 .62	385	385		
3.—Chillies	44,924	13,847	12 845	5,545			32 079	8,302
4.—Ginger	7 361	2 133	4,840	1,792			2 521	341
5.—Pepper	3 272	2,860	1 758	1 732			1,514	1 128
6.—Others	1 514	751	17,559	10 489	16,045	9,738		
Stone and lime	4,88 856	91 155	4,31,551	87 671			57 305	3,484
Sugar—								
1.—Refined	12 225	4 807	32,478	9 037	20,253	4,230		
2.—Unrefined—								
(a) Sugar	3,76 067	53,508	1,20,893	32,427			2,55,174	21,051
(b) *Gur rab* jaggree molasses and other saccharine produce	1 63 564	40 126	6,77,435	1 21 692	5 13 871	72,566		..
Tea—								
1.—Foreign	139	359					139	350
2.—Indian	6 680	2 728	8 480	3,394	...	566	1,7.0	
Tobacco	72,066	32 573	43,495	20 042	..		29,571	12,531
Wood—								
1.—Timber, unwrought	1 52,583	22 342	98,026	15 953		..	54 557	6,389
2.—Manufactures	16 528	10 806	15 517	4,137			1 011	6,369
Wool—								
1.—Raw	3,190	1 775	6,124	3 631	2,934	1,856	...	
2.—Manufactured—								
(a) Carpets and rugs	463	534	1 100	1 491	637	957		
(b) Piece-goods European	5 502	1,489	2 133	580		...	3 369	910
(c) Ditto Indian	4 484	5 506	2 201	3 711			2,283	1,795
(d) Other sorts of manufactures			5,67.	2 881	5,672	2,881		
All other articles of merchandise—								
1.—Bones	64 900	10 446	43,939	10 433		..	21,161	13
2.—Firewood	30 113	2 131	47 44.	3,332	17,329	1 201		
3.—Indigo seed	24 651	8 139	7 905	1 739			16 746	6,400
4.—Paints and colours	10 750	5 414	2,274	1 56.			8,476	3 852
5.—Seeds other than oilseeds	84,675	26,899	1,13 106	21 591	28 431	..		5 308
6.—Others	10 64,101	4 71 045	15 17 783	4,69 028	4 53 682			2 017
Total	2 33,07 280	52 80 318	2,46,10,205	49 07 741	13,42 925	..		3,72,577
Military stores	17 809	27 436	13 225	20 733		..	4 584	6,703
Coal for railway	12 23 030	94 263	12 18 606	91 523			5,384	2,740
Railway materials	20,04 147	72 218	21,00,418	75 457	96 271	3,239		
Live-stock		23 178		10 291	..			12 887
Total	2 65 13 226	54,97 413	2,70 48 514	51 06 745	14 29 288			3,91 068

C W CLARKE, *Assistant Auditor.*

TRAFFIC AUDIT OFFICE, GOODS DIVISION, JAMALPUR, *27th February 1901*

BENGAL CENTRAL RAILWAY COMPANY, LIMITED

Abstract of principal Commodities carried over the Bengal Central Railway during the month of December 1900 as compared with the same month of previous year

Articles.	1900 Up	1900 Down	1899 Up	1899 Down	Total 1900	Total 1899	Increase	Decrease
	Tons	Tons	Tons	Tons	Tons	Tons.	Tons	Tons
I.—Apparel including drapery haberdashery, millinery uniforms, accoutrements boots and shoes	7				7		7	
II.—Coal and Coke carried for the Public and Foreign Railways	501	2 511	2 331	210	3,012	2 541	471	
III.—Cotton—								
1 Raw	2		2	5	2	7		5
2 Manufactured—								
(a) Twist and yarn European	28		49		28	49		21
(b) Ditto Indian			8			8		8
(c) Piece-goods European	127		81		127	81	46	
(d) Ditto, Indian	1		3		1	3		2
(e) Others								
IV.—Chemicals excepting saltpetre								
V.—Drugs—								
1 Intoxicating other than opium								
2 Non-intoxicating—								
(a) Medical preparations	4				4		4	
(b) Others			3			3		3
VI.—Dyes and Tans—								
1 Indigo								
2 Myrabolams								
3 Cutch								
4 Turmeric	4	12	1		16	1	15	
5. Alizarine and Aniline Dyes								
6 Al (Morinda Citrifolia)								
7 Tanning barks	4				2		2	
8 Others								
VII.—Fodder—								
1 Oilcake	27	42			69		69	
2 Hay straw and grass								
VIII.—Fruits and vegetables, fresh	86	138			224		224	
IX.—Grain and Pulse—								
1 Wheat		4	37	5	4	42		38
2. Rice in the husk		62			62		62	
3. Do not in the husk	1	827	6	1,748	828	1,754		926
4 Jawar and bajra								
5 Gram and pulse	66	130	23	289	196	312		116
6 Wheat flour	23				23		22	
7 Others			1	2		3		3
X.—Hides and Skins								
1 Hides of cattle—								
(a) Dressed or tanned								
(b) Raw		41		29	41	29	12	
2. Skins of sheep and other animals—								
(a) Dressed or tanned								
(b) Raw		7		5	7	5	2	
XI.—Horns								
XII.—Hemp (Indian) and other fibres, excluding jute				31		31		31
XIII.—Jute—								
1 Raw		3 330		5 134	3,336	5 134		1,798
2 Gunny bags and cloth	14	9	41	2	23	43		20
XIV.—Lac								
XV.—Leather—								
1 Unwrought								
2 Wrought, excepting boots and shoes			6			6		6
XVI.—Liquors—								
1 Ale and beer								
2 Spirit of all kinds including country spirit	1				1		1	
3 Wine	2		4		2	4		2
4 All other sorts including toddy and fermented liquor, other than ale and beer								
XVII.—Metals—								
1 Copper, unwrought								
2 Brass, ditto								
3 Copper wrought								
4 Brass ditto	5	1	2	2	6	4	2	
5 Iron and steel—								
(a) Cast	1				1		1	
(b) Unwrought			8			8		8
(c) Wrought	21	4	17		25	17	8	
(d) Manufactures	8		2		8	2	6	
6 Others	26	26	11	17	52	28	24	
XVIII.—Oils—								
1 Kerosine	86		96	8	86	99		13
2 Castor	1		5		1	5		4
3. Cocoanut	11		3		11	3	8	
4 Mustard and rape	63		27		63	27	35	
5 Other			1			1		1
XIX.—Oilseeds—								
1 Linseed		10		20	10	20		10
2 Rape and mustard	61		11	7	61	18	43	
3 Til or jinjili	3		1		3	1	2	
4 Poppy								
5 Earth nuts								
6 Castor								
7 Others								
XX.—Opium								
XXI.—Paper and Pasteboard	2	1	3	2	3	5		2
XXII.—Provisions—								
1 Ghee	3	1	4		4	4		
Dried fruits and nuts	2	4	11	3	6	14		8
3. Others	2		153	184	2	337		[illegible]

ARTICLES.	1900.		1899.		TOTAL.		Increase.	Decrease.
	Up	Down.	Up.	Down.	1900	1899.		
	Tons.	Tons.	Tons.	Tons.	Tons	Tons.	Tons.	Tons
XXIII.—Railway plant and rolling-stock carried for the Public and Foreign Railways—								
1. Locomotives, engines, and tenders, and parts thereof	...	...	...	...	...	...	...	...
2. Carriages and trucks, and parts thereof	...	...	...	...	...	...	...	...
3. Materials—								
(a) Steel rails and fish-plates	...	...	...	...	...	...	...	...
(b) Sleepers and keys of steel and cast-iron.	...	...	...	...	...	...	...	...
(c) Other sorts	...	...	...	...	...	...	...	...
XXIV.—Salt	298	...	241	...	298	241	57	...
XXV.—Saltpetre and other saline substances—								
1. Saltpetre	...	...	...	...		...	...	...
2. Other saline substances	5	...		...	5	...	5	...
XXVI.—Silk—								
1. Raw—								
(a) Foreign	...	...	...	...	...	...	...	
(b) Indian	...	...	...	...	...			
2. Silk piece-goods—								
(a) Foreign	...	...	...	...	...	...	...	...
(b) Indian	...		...			...	...	...
XXVII.—Spices—								
1. Betel-nuts	...	507		614	507	614	...	107
2. Pepper		...	...	...	...			...
3. Ginger	...						...	...
4. Chillies	26	2	22	2	28	24	4	...
5. Cardamoms		...	...				...	...
6. Others	2		1	2	2	3	...	1
XXVIII.—Stone and lime	6	75	32	15	81	47	34	
XXIX.—Sugar—								
1. Refined or crystallised including sugarcandy	27	...	24	...	27	24	3	...
2. Unrefined—								
(a) Sugar		105	...		105	...	105	
(b) Gur, rab, molasses, jaggery and other saccharine produce	...	194	1	70	194	71	123	...
XXX.—Tea—								
1. Foreign	...	...	...	...	...	...	...	...
2. Indian	...	...	2		...	2	...	2
XXXI.—Tobacco—								
1. Unmanufactured	16	2	51	5	18	56	...	38
2. Manufactured—								
(a) Cigars			...		...		...	
(b) Other sorts	2	4	1	...	6	1	5	...
XXXII.—Wood—								
1. Timber, unwrought	39	84	30	6	123	36	87	...
2. Manufactures	4	4	...	...	8		8	...
XXXIII.—Wool—								
1. Raw	...	...	...	...	...			...
2. Manufactured—								
(a) Carpets and rugs	...	...	...		...		...	...
(b) Piece-goods, European			...			...	...	...
(c) Ditto, Indian	...		1			1	...	1
(d) Other sorts of manufactures.	...	...		...	...	...	...	...
XXXIV.—All other articles of merchandise	239	152	124	86	391	210	181	...
Total	1,853	8,295	3,481	8,498	10,148	11,979	1,678	3,509

T. SIDDLE,
Chief Auditor and Accountant.

CALCUTTA, *the 28th February 1901.*

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY

Approximate Return of Traffic for week ended 16th February 1901, on 1,887·09 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings (estimated).	Total earnings.	Traffic Train-miles run.		
	Number of passengers	Coaching receipts	Weight carried.	Receipts			Coaching	Merchandise.	Total.
		Rs A P	Mds. s	Rs A P	Rs A P	Rs A P			
Total Traffic for the week	(a) 407,460	(a) 4,83 281 18 0	57 05,506 0	(b) 9,96,314 15 0	22,289 0 0	14,50,885 13 0	104,476	196,597	300,073
Or per mile of Railway		28 4 11		542 5 4	12 2 2	789 13 5			
For previous 5½ weeks of half year	2 100,330	22,40,618 15 0	3,03 01,922 10	50 40,940 7 0	1,30,141 0 0	74,20,700 6 0	609,468	1,044,464	1,[illegible]
Total for 6½ weeks	2,507,790	26,81,900 12 0	3 60 07,428 10	60,37,255 6 0	1,52 430 0 0	88 71,586 2 0	715,944	1,240,961	[illegible]
COMPARISON									
Total for corresponding week of previous year	396 114½	3,83,876 8 11	56,07,253 30	11,34,196 12 5	31,415 14 5	15,49,488 14 9	100,717½	211,009½	311,726½
Per mile of railway corresponding week of previous year	.	204 4 8	...	602 10 5	18 5 8	905 4 6		...	...
Total for corresponding 6½ weeks of previous year	2,396,179	25,64,672 2 11	3,49,53 852 0	72,17,313 1 5	2,02,942 10 7	99 84,927 14 11	698,472½	1,341,905½	2,040,380½

(a) The increase is due to movements of marriage parties and "Siva Ratra" Mela.
(b) The decrease is chiefly due to heavier upward despatches of food-grains in the corresponding period of 1900.

1901 *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900*

Open mileage	Period	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings.	Total	Per mile of railway	Train mileage	
		No. of passengers	Rs	Mds	Rs.	Rs.	Rs.	Rs	No.	Rate Rs. A P
1,887·09	12 days of January	[illegible]	5 87 307	88 76,0[illegible]	14 02,490	42,014	20,31,811	1,106	458 160	4 3 5
1,887·09	Week ended 19th "	3[illegible] 816	3 90 302	52,72 [illegible]	9 0[illegible],870	22,978	13 1[illegible] 150	718	291 508	4 8 4
1,887·09	" " 26th "	380,420	4,25,231	52,07 815	8,64,708	24,595	13 14 534	716	290 059	4 9 6
1,887·09	" " 2nd Feb	402 401	4 21 683	52 58,143	8 [illegible],319	20,827	13 10 778	722	294 160	4 8 4
1,887·09	" " 9th "	424 972	4,25,147	56,90,779	9,82,553	21,727	14,29 447	778	300,640	4 12 1
1,887·09	" " 16th "	407,460	4,8[illegible],282	57,05 [illegible]	9,96,315	22,289	14 50 886	7[illegible]	302,073	4 12 8
	Totals up to date	2,507,790	26,81,901	3,60,67,429	60,37,253	1,52,430	88,71,580	719	1,956,816	4 8 6

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded. 1900

Open mileage	Period	No of passengers	Rs	Mds.	Rs	Rs.	Rs	Rs.	No	Rate. Rs. A P
1,711·61	13 days of January	60[illegible] 141	6,65 195	87 39 874	18 36,800	46 519	25,[illegible] 14	1 489	534 367	4 13 4
1 711 61	Week ended 20th January	[illegible] 5 7	3 81 469	50,37 510	10 71 648	31 629	14 81 731	[illegible]	304,813	4 11 7
1,711 61	" " 27th "	333 2[illegible]	[illegible]3,160	54,92 [illegible]	10,[illegible] 005	30 984	14 [illegible] 1[illegible]	800	289 387	5 1 4
1,711 61	" " 3rd Feb	[illegible]	4 34,437	47 19 281	9 61,853	31,898	14 [illegible] 101	8[illegible]	294,217	4 13 8
1 711 61	" 10th "	[illegible]	3 97 545	53,63 744	11 24,815	29,517	15 [illegible],875	907	307 000	5 0 11
1,711 61	" " 17th "	3[illegible] 114	[illegible] 876	56,07,254	11 34,197	31 116	15,49 [illegible]	[illegible]	311 727	4 15 6
	Totals up to date	2 [illegible] 179	25,64,673	3,49 53 853	72 17,313	2,02,946	99 84 938	851	2,040,381	4 14 4

TARKESSUR BRANCH RAILWAY

Approximate Return of Traffic for week ended 16th February 1901, on 22·23 miles open.

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train-miles run.		
	Number of passengers	Coaching receipts	Weight carried	Receipts.			Coaching.	Merchandise	Total.
		Rs A P	Mds s.	Rs A P	Rs. A P	Rs A P			
Total traffic for the week	(b) 31,510	(b) 8 78 6 0	35,478 10	901 11 0	6 0 0	9 276 1 0	1,070	118	1,188
Or per mile of railway		373 6 4		44 9 9	0 4 4	417 4 5			
For previous 5½ weeks of half year	[illegible]	[illegible] 74 13 0	2,03,676 30	4 785 0 0	33 0 0	36,1[illegible] 13 0	5,948	806	6,754
Total for 6½ weeks	[illegible]	[illegible] 3 0	2,39 155 0	5,776 11 0	39 0 0	45,470 14 0	7,058	924	7,977
COMPARISON									
Total for corresponding week of previous year	25,010½	7 273 10 7	35,574 0	1,076 12 0	5 3 0	8,355 8 7	977	211	1,188
Per mile of railway corresponding week of previous year		327 3 3		48 7 0	0 3 8	375 13 11		......	...
Total for corresponding 6½ weeks of previous year	152 742½	36,920 0 0	2,32,670 0	6,022 15 0	57 9 0	43,000 9 6	7,143	1,020	8,163

(b) The increase is due to "Siva Ratra" Mela.

TARKESSUR BRANCH RAILWAY—*concluded*

1901. *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900.*

Open mileage.	Period.	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total.	Per mile of railway	Train mileage.	
		No of passengers	Rs	Mds.	Rs.	Rs	Rs.	Rs	No	Rate. Rs A P.
[illegible]	13 days of January ..	32,815	7,188	61,732	1,378	11	9 175	413	2,077	4 8 1
[illegible]	Week ending 19th January	23,734	5,546	25,984	729	6	6 301	283	1,188	5 4 4
[illegible]	" " 26th "	19,886	5 328	25 721	883	6	6 217	280	1,188	5 3 9
[illegible]	" " 2nd February	23,760	6 097	24,494	794	5	6,896	310	1,188	5 12 11
[illegible]	" " 9th " "	27,159	6,610	25 816	1 001	5	7,616	344	1,188	6 7 6
[illegible]	" " 16th " "	31,540	8,278	25,4.8	992	6	9,270	417	1,188	7 13 11
	Totals up to date	157,814	39,635	2,30,155	5,777	37	45,471	308	7,977	5 11 3

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded. *1900.*

Open mileage.	Period.	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total.	Per mile of railway	Train mileage.	
		No of passengers	Rs	Mds	Rs	Rs.	Rs.	Rs.	No.	Rate Rs. A. P.
[illegible]	13 days of January	38,‹31	8,490	35 049	1 5 1	10	10 416	469	2,245	4 7 1
[illegible]	Week ending 20th January	19,749	4,615	14,467	0,	10	5 130	231	1,508	3 3 5
[illegible]	" " 27th "	21,810	6 216	72,106	1,0 7	15	6 288	283	1,309	4 13 6
[illegible]	" " 3rd February	21,638	5 226	18 974	781	7	6,014	271	1,188	5 1 0
[illegible]	" " 10th "	22,019	5,090	37,682	1 10'	5	6,797	306	1,188	5 11 7
[illegible]	" " 17th "	28 611	7,271	33,374	1,0 7	5	8 356	376	1 198	7 0 6
	Totals up to date ..	152,744	36,020	2,32,6,0	6,023	54	43,001	283	8,803	4 14 2

DELHI-UMBALLA-KALKA RAILWAY.

Approximate Return of Traffic for week ended 16th February 1901, on 162 24 miles open.

	Coaching Traffic		Merchandise and Mineral Traffic.		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise.	Total.
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	17,720	14,910 14 0	1,51 866 20	12,000 11 0	65 0 0	27,036 9 0	7 335	3,289	10,624
Or per mile of railway ..	..	91 14 6		74 5 5	0 6 5	166 10 4	..		
For previous 5½ weeks of half year ..	90 537	75 975 14 0	8 75 515 20	68,482 12 0	378 0 0	1,44,836 10 0	43 161	20 423	63,584
Total for 6½ weeks	108,257	90 886 12 0	10,27 381 0	80 543 7 0	443 0 0	1 71,873 3 0	50,496	23 712	74,208
Comparison									
Total for corresponding week of previous year ..	16,535	14,045 13 9	87,110 30	9 778 3 0	46 5 3	23 868 0 0	7 648½	2,507½	10,156
Per mile of railway corresponding week of previous year	.	86 9 2	.....	60 4 2	0 4 7	147 1 11	...	..	
Total for corresponding 6½ weeks of previous year	104,361½	87,242 14 9	6 53 009 20	75 634 1 3	474 2 6	1,63,351 2 6	48,952	21,223	70 175

1901 *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900*

Open mileage.	Period	Coaching Traffic.		Merchandise and Mineral Traffic		Other earnings.	Total	Per mile of railway	Train mileage.	
		No. of passengers.	Rs	Mds.	Rs	Rs	Rs.	Rs	No.	Rate Rs. A P
[illegible]	13 days of January	36,840	27 931	2,43,288	17 715	13	40 099	247	18,083	2 2 4
[illegible]	Week ended 19th January	15 834	12 114	1,42 398	11 518	61	24 727	152	11 238	2 3 2
[illegible]	" " 26th	16 994	11 367	1,00 116	12 5 8	65	23,963	148	11 098	2 2 6
[illegible]	" " 2nd February	18 908	13 906	1,68,625	12 441	67	26,3 4	163	11 098	2 2 6
[illegible]	" " 9th "	17 278	16 454	1 68 894	13 240	65	31 763	183	10 881	2 8 3
162 24	" " 16th "	17,720	14,911	1 51,866	12 06	65	27 037	167	10,624	2 8 10
	Totals up to date ...	108,257	90,887	10 27,382	80 543	443	1,71,873	168	74,208	2 5 1

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded. *1900*

Open mileage.	Period	Coaching Traffic.		Merchandise and Mineral Traffic		Other earnings.	Total	Per mile of railway	Train mileage.	
		No of passengers	Rs	Mds	Rs	Rs	Rs.	Rs	No	Rate Rs. A P.
[illegible]	13 days of January	28 683	26,896	1 83,104	22 (4)	123	49,204	303	14,464	2 5 3
[illegible]	Week ended 20th January	14,217	10,085	78,419	11,791	44	22,318	139	9,072	2 5 3
[illegible]	" " 27th "	14 194	10 423	86,336	10 168	140	20,731	128	8,086	2 3 3
[illegible]	" " 3rd February	14 694	11 930	86,775	9,448	79	21 463	132	10,480	2 1 6
[illegible]	" " 10th "	16,169	13,157	1,19,765	12,309	45	25,867	158	12,080	2 5 4
[illegible]	" " 17th "	16,385	14,946	87,111	9 776	46	23,868	147	10,156	2 5 7
	Totals up to date ..	104,363	87,213	6,53,100	75,634	474	1,63,351	147	70,175	2 5 5

SOUTH BEHAR RAILWAY

Approximate Return of Traffic for week ended 16th February 1901, on 78·76 miles open.

	Coaching Traffic		Merchandise and Mineral Traffic.		Other earnings (estimated)	Total earnings.	Traffic Train-miles run.		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise.	Total.
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	11 259	5,008 11 0	63 713 10	4,148 2 0	44 0 0	9,200 13 0	2,205	903	3,108
Or per mile of railway	..	63 9 6	..	52 10 8	0 9 0	116 13 2		.. ..	......
For previous 5½ weeks of half-year	56 630	26,575 3 0	2,77 265 0	19 787 0 0	247 0 0	46,609 3 0	9,974	5,878	15,[illegible]
Total for 6½ weeks	67,889	31,583 14 0	3,39,978 10	23 935 5 0	291 0 0	55,810 0 0	12,179	6,781	18,960
Comparison									
Total for corresponding week of previous year	13,197	6 444 0 8	52,126 30	4,087 15 0	81 13 6	10,563 13 2	1,641	585	2,226
Per mile of railway corresponding week of previous year	......	81 13 1	.. ..	51 14 5	0 6 4	134 2 0	......	...	......
Total for corresponding 6½ weeks of previous year ..	75 407½	36,011 8 3	3,78,831 30	27,652 15 0	163 14 8	63,829 6 0	10,533	4,731	15,264

1901 *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900*

Open mileage	Period.	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings	Total.	Per mile of railway	Train mileage.	
		Number of passengers.	Rs	Mds	Rs	Rs	Rs.	Rs	No	Rate Rs A P
78 76	12 days of January	16 060	7 518	74 131	5 321	75	12 954	164	4 708	2 11 6
78 76	Week ended 19th "	10 001	5,127	45,661	4 651	43	9 820	125	2,757	3 9 1
78 76	" " 26th	9 458	4,449	54 314	3 515	43	8,026	102	2,756	2 14 7
78 76	" " 2nd Feb	9,801	4 410	52 017	3 138	43	7 597	96	2 978	2 8 10
78 76	" " 9th "	11 290	5 005	51 110	3,154	44	8,203	104	2,099	3 2 6
78 76	" " 16th "	11,259	5 009	63,713	4,148	44	9,201	117	3,108	2 15 4
	Totals up to date	67,889	31,584	3 39,978	23,935	291	55,810	106	18,960	2 15 1

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded. 1900.

Open mileage	Period.	Number of passengers	Rs	Mds	Rs	Rs.	Rs	Rs	No.	Rate. Rs A P.
78 76	13 days of January	15 319	9 001	94,738	6 091	54	16,144	205	4,134	3 14 6
78 76	Week ended 20th "	9,896	4,426	60,658	4,221	12	8,658	110	2,290	3 14 3
78 76	" " 27th "	10,125	4,475	61 093	4,588	21	9,084	123	2,228	4 0 11
78 76	" " 3rd Feb	10 035	5,159	56,604	4 142	22	9,313	118	2,225	4 2 11
78 76	" " 10th "	12,947	5,909	64 034	3,643	23	9,595	121	2,237	4 4 3
78 76	" " 17th "	13,197	6,444	52,127	4,088	31	10,564	134	2,226	4 1 11
	Totals up to date	75,408	36,011	3,78,833	27,653	184	63,828	118	15,264	4 3 11

EASTERN BENGAL STATE RAILWAY

(Including N B, K-D, Dacca, and Assam-Behar Sections.)

Approximate Return of Traffic and Mileage for the week ended 16th February 1901, on 853 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic		Other earnings (including ferry)	Total earnings.	Traffic Train-miles run.		
	Number of passengers	Coaching receipts.	Weight carried	Receipts			Coaching	Merchandise.	Total.
		Rs A. P	Mds s.	Rs A. P	Rs. A. P	Rs A P			
Total traffic for the week ..	223,150	1,19,450 0 0	10,09,090 0	1 63,810 0 0	11,250 0 0	2,94,510 0 0	35,532	39,678	75,[illegible]
Or per mile of railway	264	140 0 0	1,183 0	192 0 0	1 0 0*	333 0 0*		..	...
For previous 6 weeks of half year	1,312 170	6,66,170 0 0	63,40,230 0	10 17,480 0 0	96,320 0 0	17,82,170 0 0	207,045	235,973	443,018
Total for 7 weeks	1,537,320	7 85 620 0 0	73,49,320 0	11,81,290 0 0	1,00,770 0 0	20,76,680 0 0	242,577	273,651	516,[illegible]
Comparison									
Total for corresponding week of previous year	237,687	1,20,781 0 0	12,33,628 0	1,82,248 0 0	14,397 0 0	3,17,396 0 0	36,170	40,767	[illegible]
Per mile of railway corresponding week of previous year	286	145 0 0	1,464 0	219 0 0	2 0 0	966 0 0	...	...	...
Total to corresponding date of previous year	1,510,060	7,35,462 0 0	77,30,991 0	11,93,074 0 0	1,35,983 0 0	20,67,519 0 0	247,279	281,[illegible]	[illegible]

* Excluding steamer earnings.

DACCA STATE RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 16th February 1901, on 86 miles open

	Coaching Traffic		Merchandise and Mineral Traffic.		Other earnings.	Total earnings	Traffic Train miles run		
	Number of passengers.	Coaching receipts.	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds s	Rs. A P	Rs A P	Rs A P			
Total traffic for the week	29,740	9,070 0 0	41,850 0	4,180 0 0	90 0 0	13,290 0 0	2,906	2,264	5,170
Or per mile of railway	346	106 0 0	550 0	48 0 0	1 0 0	155 0 0		..	
For previous 6 weeks of half year	152,450	49,710 0 0	3,27,360 0	33,710 0 0	1,180 0 0	83,600 0 0	16,210	14,104	30,314
Total for 7 weeks	182,190	58 780 0 0	3 77,210 0	36 840 0 0	1 2,0 0 0	96,890 0 0	19,116	16,368	35,484
Comparison									
Total for corresponding week of previous year	25,765	7 532 0 0	44 224 0	2,979 0 0	58 0 0	10 569 0 0	3 046	1,262	4,308
Per mile of railway corresponding week of previous year	299	87 0 0	514 0	35 0 0	1 0 0	123 0 0			
Total to corresponding date of previous year	166 121	51,634 0 0	2,18,333 0	20,540 0 0	2,514 0 0	74,608 0 0	20,150	8 039	28,189

COOCH BEHAR STATE RAILWAY

Approximate Return of Traffic and Mileage for the week ended 16th February 1901, on 33 73 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (including ferry)	Total earnings.	Traffic train miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds s	Rs A P	Rs A. P	Rs A. P		*	
Total traffic for the week	1,970	750 0 0	9 420 0	670 0 0	30 0 0	1,450 0 0	295	1,037*	1,332*
Or per mile of railway	58	22 0 0	279 0	20 0 0	..	43 0 0†			-- --
For previous 6 weeks of half year	9 140	3,930 0 0	54 850 0	4,340 0 0	250 0 0	8 520 0 0	1 990	7,460	9,450
Total for 7 weeks	11,110	4 680 0 0	64 270 0	5,010 0 0	280 0 0	9 970 0 0	2,285	8,497	10,782
Comparison									
Total for corresponding week of previous year	1,724	667 0 0	10,641 0	554 0 0	117 0 0	1 658 0 0	180	959	1,139
Per mile of railway corresponding week of previous year	52	21 0 0	321 0	26 0 0		47 0 0	..		......
Total to corresponding date of previous year	11 846	4,962 0 0	81,725 0	6,407 0 0	1 262 0 0	12,631 0 0	1,261	6,722	7 983

* Includes ballast train, miles 57.
† Excluding coaching ferry

MYMENSINGH JAGANNATHGANJ RAILWAY

Approximate Return of Traffic and Mileage for the week ended 16th February 1901, on 53 37 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings.	Total earnings	Traffic Train miles run.		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs. A. P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	10,490	2,930 0 0	13,870 0	640 0 0	10 0 0	3 580 0 0	1 130	826*	1,956*
Or per mile of railway ..	197	55 0 0	260 0	12 0 0		67 0 0			
For previous 6 weeks of half year ...	52,410	13,060 0 0	1 07,630 0	5,170 0 0	110 0 0	18,280 0 0	6,344	3,694	10,038
Total for 7 weeks	62,900	15,990 0 0	1 21,500 0	5,810 0 0	120 0 0	21 860 0 0	7,474	4,520	11,994
Comparison									
Total for corresponding week of previous year ..	8,602	2,193 0 0	28,038 0	2,023 0 0	24 0 0	4,340 0 0	1,014	542	1,556
Per mile of railway corresponding week of previous year	161	41 0 0	525 0	38 0 0		79 0 0		.....	
Total to corresponding date of previous year	50,814	14,417 0 0	1,62,860 0	10,186 0 0	101 0 0	24,524 0 0	6,910	4,850	11,760

* Includes ballast train, miles 472.

BRAHMAPUTRA-SULTANPUR RAILWAY

Approximate Return of Traffic and Mileage for the week ended 16th February 1901, on 59 miles open.

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings.	Total earnings.	Traffic Train-miles run.		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise.	Total.
		Rs A P	Mds s.	Rs A P	Rs A P	Rs A P.			
Total traffic for the week	5,930	1,730 0 0	23,190 0	2,060 0 0	70 0 0	3,860 0 0	960	720	1,680
Or per mile of railway	100	29 0 0	376 0	35 0 0	1 0 0	65 0 0	..		...
For previous 6 weeks of half year ..	34,800	10,320 0 0	97,170 0	9,300 0 0	140 0 0	19,760 0 0	6,405	4,369	10,774
Total for 7 weeks	40,730	12,050 0 0	1,19,360 0	11,360 0 0	210 0 0	23,620 0 0	7,365	5,089	12,454
Comparison									
Total for corresponding week of previous year	2,071	644 0 0	41,573 0	1,368 0 0	18 0 0	2,030 0 0	195	1,324	1,519
Per mile of railway corresponding week of previous year	35	20 0 0	1,607 0	55 0 0	1 0 0	32 0 0		...	
Total to corresponding date of previous year ..	17,361	5,291 0 0	2,14,590 0	7,700 0 0	73 0 0	13,064 0 0	1,179	7,314	8,493

EASTERN BENGAL STATE RAILWAY

(Including N. B., K.-D., Dacca, and Assam Behar Sections.)

Approximate Return of Traffic and Mileage for the week ended 23rd February 1901, on 853 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (including ferry)	Total earnings.	Traffic Train miles run		
	No. of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week ...	318,870	1,22,010 0 0	13,29,680 0	1,74,460 0 0	46,020 0 0	3,42,510 0 0	36,132	38,338	74,470
Or per mile of railway ..	257	143 0 0	1,559 0	205 0 0	*47 0 0	*395 0 0			...
For previous 7 weeks of half year ..	1,537,390	7,85,020 0 0	73,49,320 0	11,81,290 0 0	1,09,770 0 0	20,76,080 0 0	242,877	273,651	516,528
Total for 8 weeks	1,750,191	9,07,650 0 0	86,79,000 0	13,55,750 0 0	1,55,790 0 0	2[illegible]1[illegible]190 0 0	279,009	311,989	590,998
Comparison									
Total for corresponding week of previous year	231,540	1,23,378 0 0	16,26,070 0	1,81,308 0 0	57,178 0 0	*62,304 0 0	36,308	41,462	77,770
Per mile of railway corresponding week of previous year	278	148 0 0	1,954 0	219 0 0	53 0 0	420 0 0			..
Total to corresponding date of previous year ..	1,741,009	8,58,840 0 0	96,07,061 0	13,74,882 0 0	1,96,101 0 0	24,29,883 0 0	283,587	322,561	606,148

* Excluding steamer earnings.

DACCA STATE RAILWAY

Approximate Return of Traffic and Mileage for the week ended 23rd February 1901, on 86 miles open

	Coaching Traffic.		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run.		
	No. of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise.	Total.
		Rs A P	Mds s	Rs. A P	Rs A P	Rs A P			
Total traffic for the week	27,410	8,530 0 0	42,250 0	3,970 0 0	110 0 0	12,560 0 0	3,064	1,244	4,308
Or per mile of railway	319	99 0 0	491 0	46 0 0	1 0 0	146 0 0			...
For previous 7 weeks of half year ..	182,190	58,780 0 0	3,77,210 0	36,840 0 0	1,270 0 0	96,890 0 0	19,116	16,368	35,484
Total for 8 weeks	209,600	67,310 0 0	4,19,460 0	40,760 0 0	1,380 0 0	1,09,450 0 0	22,180	17,612	39,792
Comparison									
Total for corresponding week of previous year	26,511	8,291 0 0	28,276 0	2,832 0 0	578 0 0	11,186 0 0	3,141	1,155	4,296
Per mile of railway corresponding week of previous year	308	96 0 0	329 0	27 0 0	7 0 0	130 0 0	..		...
Total to corresponding date of previous year	132,632	59,925 0 0	2,46,000 0	23,863 0 0	3,087 0 0	85,884 0 0	23,300	9,191	32,491

COOCH BEHAR STATE RAILWAY

Approximate Return of Traffic and Mileage for the week ended 23rd February 1901, on 33 73 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (including ferry)	Total earnings.	Traffic Train miles run		
	No of passengers.	Coaching receipts.	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs. A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	1 700	72[illegible] 0 0	15,750 0	9[illegible]0 0 0	40 0 0	1 680 0 0	315	*1,708	*2,0[illegible]
Or per mile of railway	50	22 0 0	467 0	27 0 0		†49 0 0			...
For previous 7 weeks of half year	11 110	4 680 0 0	64 270 0	5 010 0 0	280 0 0	9,970 0 0	2,285	8,497	10,782
Total for 8 weeks	12,810	5,400 0 0	80,020 0	5,930 0 0	3[illegible]0 0 0	11 650 0 0	2 600	10,205	12,805
Comparison									
Total for corresponding week of previous year	1 891	761 0 0	10,006 0	721 0 0	164 0 0	1 646 0 0	185	993	1,178
Per mile of railway corresponding week of previous year	57	23 0 0	301 0	2 0 0	1 0 0	48 0 0		..	...
Total to corresponding date of previous year ...	18,437	5 723 0 0	91,731 0	7 127 0 0	1 426 0 0	14,276 0 0	1,446	7,715	9,161

* Includes ballast train miles 1,153
† Excluding coaching ferry

MYMENSINGH-JAGANNATHGANJ RAILWAY

Approximate Return of Traffic and Mileage for the week ended 23rd February 1901, on 53 37 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run		
	No of passengers	Coaching receipts.	Weight carried.	Receipts			Coaching	Merchandise	Total.
		Rs A P	Mds. s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	8,410	2,010 0 0	6 610 0	390 0 0	10 0 0	2 410 0 0	1 130	706	1,836
Or per mile of railway	158	38 0 0	124 0	7 0 0		45 0 0			..
For previous 7 weeks of half year ..	62 900	15 930 0 0	121,500 0	5,810 0 0	120 0 0	21 860 0 0	7,474	4,520	11,994
Total for 8 weeks	71 310	17 940 0 0	128 110 0	6,200 0 0	130 0 0	24 270 0 0	8 604	5,226	13,830
Comparison									
Total for corresponding week of previous year	8 771	2,170 0 0	19,438 0	847 0 0	15 0 0	3 032 0 0	1 031	586	1,617
Per mile of railway corresponding week of previous year	164	41 0 0	364 0	16 0 0		57 0 0			..
Total to corresponding date of previous year	65,585	16,558 0 0	181,998 0	10,883 0 0	116 0 0	27,587 0 0	7 961	5 445	13,406

BRAHMAPUTRA-SULTANPUR RAILWAY

Approximate Return of Traffic and Mileage for the week ended 23rd February 1901, on 59 miles open

	Coaching Traffic		Merchandise and Mineral Traffic.		Other earnings	Total earnings	Traffic Train miles run		
	No of passengers	Coaching receipts	Weight carried	Receipts.			Coaching	Merchandise	Total.
		Rs A P	Mds. s.	Rs A P	Rs A P	Rs A P			
Total traffic for the week	6,070	1,870 0 0	14,240 0	1,220 0 0	70 0 0	3,160 0 0	790	890	1,680
Or per mile of railway ..	118	32 0 0	241 0	21 0 0	1 0 0	54 0 0			...
For previous 7 weeks of half year	40 730	12 050 0 0	119 360 0	11,360 0 0	210 0 0	23,020 0 0	7,365	5,089	12,454
Total for 8 weeks	47 700	13 920 0 0	133,600 0	12,580 0 0	280 0 0	26,[illegible]80 0 0	8,155	5,979	14,134
Comparison									
Total for corresponding week of previous year ..	2,073	580 0 0	26,128 0	859 0 0	2 0 0	1,441 0 0	185	1,230	1,415
Per mile of railway corresponding week of previous year ..	65	24 0 0	1,148 0	36 0 0		58 0 0			
Total to corresponding date of previous year	19,454	5,551 0 0	269,718 0	8,880 0 0	74 0 0	14,505 0 0	1,354	6,441	7,806

BENGAL AND NORTH-WESTERN RAILWAY.

Approximate Return of Traffic for the week ending 23rd February 1901, on 1,828 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated), including steam-boat	Total earnings.	Traffic train miles run.		
	No. of passengers.	Receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs.	Mds.	Rs	Rs	Rs			
Total traffic for the week on 1,828 miles open	181 280	(a) 78,210	7 76,720	(b) 1,02,150	(c) 15,590	1,95,970	31,880	(d) 30,960	[illegible]
Or per mile of railway	148·28	63 97	635 00	83 52	12 75	160 24	..	......	... ..
For previous 6¾ weeks of half year (e)	1,006,392	4 30 220	45,33,917	6,38,104	1 09,697	11,78,027	205,837	191,553	[illegible]
Total for 7¾ weeks	1,187,672	5,08,456	53,10,637	7,40 254	1,25,287	13,73,997	237,717	222,533	[illegible]
Comparison									
Total for corresponding week of previous year on 1,085 miles open	149 878	59,438	8 71,607	1,09,733	31,181	2,00,352	26,581	(f) 33,[illegible]	60,[illegible]
Per mile of corresponding week of previous year	128 92	54 78	803 3.	101 14	28 74	184·66			.. ..
Total to corresponding date of previous year	1,022 846	4 28,512	53,71,085	7,28,058	1,35,914	12,92,484	215 639	247,190	[illegible]

(a) Increase due to increased mileage and improved traffic generally
(b) Decrease due to the traffic last year being abnormal Includes 100,000 maunds and Rs 5,000 on account of ballast trains
(c) Decrease due to Rs 4 753 on account of Gunduck Bridge tolls and to Rs 8,628 on account of mileage and demurrage on rolling stock for the month of February in the corresponding period
(d) Includes 1 829 miles of ballast trains run on open line
(e) " audited figures for first 12 days of January 1901
(f) " 5,334 miles of ballast trains run on open line

SEGOWLIE RAKSAUL BRANCH RAILWAY

(Worked by the B & N W Railway)

Approximate Return of Traffic for week ending 23rd February 1901, on 18 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic train miles run.		
	Passengers carried	Receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
	No	Rs	Mds	Rs	Rs	Rs			
Total traffic for the period on 18 miles open	1,701	254	15 540	316	27	597	399	105	504
Or per mile of railway	94 50	14 11	864 33	17 56	1 50	33 17		..	
For previous 6¾ weeks of half year (a)	11 607	2,331	78,583	2 800	337	5 468	2 146	752	2 898
Total for 7¾ weeks	13 308	2 585	94 123	3 116	364	6,065	2,545	857	3,402
Comparison									
Total for corresponding week of previous year on 18 miles open	1,695	300	10 028	292	5	597	132	120	252
Per mile of corresponding week of previous year	94 17	16 67	557 11	16 22	0 30	33 19			
Total to corresponding date of previous year	10,409	1 903	65 993	1 933	60	3,896	1,250	780	1,930

(a) Includes audited figures for first 12 days of January 1901

SEGOWLIE RAKSAUL BRANCH RAILWAY

(Worked by the B & N-W Railway)

Audited Return of Traffic for the first 12 days January 1901, on 18 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train-miles run		
	Passengers carried	Receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
	No	Rs A P	Mds	Rs A P	Rs A P	Rs A P			
Total traffic for the period on 18 miles open	3 557	633 10 8	18,925	497 10 7	138 10 0	1,269 15 3	302	180	[illegible]
Or per mile of railway	197 61	35 3 3	1 051 39	27 10 4	7 11 3	70 8 10			
For previous nil of half year									
Total for the period	3,557	633 10 8	18 925	497 10 7	138 10 0	1,269 15 3	302	180	[illegible]
Comparison									
Total for corresponding 12 days of previous year on 18 miles open	2,468	457 12 5	18 545	460 9 0	14 5 0	932 10 5	297	171	[illegible]
Per mile of corresponding period of previous year	136 66	25 6 11	1,030 28	25 9 5	0 12 8	51 13 0	..	......	......
Total to corresponding date of previous year	2 468	457 12 5	18,545	460 9 0	14 5 0	932 10 5	297	171	[illegible]

ASSAM BENGAL RAILWAY

Approximate Return of Traffic for the week ended 16th February 1901, on 397 miles open for all descriptions of traffic, and an additional 181 miles for goods and parcels traffic only

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	No of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds S	Rs. A P	Rs A P	Rs A P			
Total traffic for the week	60 [illegible]	59 717 0 0	1[illegible] 41 0	12 697 0 0	[illegible] 0 0	68 560 0 0	6 221	6 813	1[illegible] 034
Or per mile of railway	[illegible] 20	1[illegible] 7[illegible]	[illegible]	21 [illegible]7	[illegible] 46	160 23	15 67	11 79	27 46
For previous 6 weeks of half year	200 9[illegible]	1 20 228 0 0	[illegible] 011,[illegible] 0	77 023 0 0	5 [illegible]08 0 0	2 05,55[illegible] 0 0	20 719	44 80[illegible]	65 [illegible]2
Total for 7 weeks	260 961	1 78,94[illegible] 0 0	11,56 00[illegible] 0	90 320 0 0	8 863 0 0	2 78,125 0 0	[illegible] 940	51 616	78 [illegible]
Comparison									
Total for corresponding week of previous year	32 521	[illegible] 0 0	170 1[illegible] 0	12 125 0 0	[illegible]58 0 0	34 017 0 0	[illegible]	6 7[illegible]	10 2[illegible]
Per mile of railway corresponding week of previous year	[illegible] 88	63 87	103 06	27 [illegible]	1·29	83 10	8 87	1[illegible] 64	21 41
Total to corresponding date of previous year	212 034	1 [illegible] 0 0	1[illegible] 71 914 0	88 104 0 0	6 207 0 0	2,30 663 0 0	[illegible] 316	49 836	73 182

FINANCIAL YEAR

Approximate Statement of Gross Receipts of the Assam Bengal Railway

Receipts for week ending 16th February 1901			Receipts for week ending 17th February 1900			Total receipts from 1st April 1900 to 16th February 1901			Total receipts from 1st April 1899 to 17th February 1900			Total increase in 1901	Total decrease in 1901
Mean mileage worked	Receipts	Per mile worked	Mean mileage worked	Receipts	Per mile worked	Mean mileage worked	Total receipts	Per mile worked per week	Mean mileage worked	Total receipts	Per mile worked per week		
	Rs	Rs		Rs	Rs		Rs			Rs		Rs	Rs
578	68,[illegible]	1[illegible]	4[illegible]	34 017	83 10	[illegible]	15 33 [illegible]		434	14 03,4[illegible]		1 [illegible] 385	

DARJEELING HIMALAYAN RAILWAY COMPANY, LIMITED

	Rs	A	P
Approximate earnings for the week ending 23rd February 1901	13,272	0	0
Audited earnings for the corresponding period of 1900	14,092	0	0
Decrease	820	0	0
Receipts per mile for the week ending 23rd February 1901	260	3	9
Ditto for the corresponding period of 1900	276	5	0
Decrease	16	1	3
Receipts from 1st January to 23rd February 1901	77,138	0	0
Ditto for the corresponding period of 1900	97,665	0	0
Decrease	20,527	0	0

Printed at the Printing Office, and published by the Book Depot of the Bengal Secretariat, Writers Buildings, in the City of Calcutta, on 6th March 1901

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OFFICIAL PAPERS.

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CONTENTS

RESOLUTION OF THE FINAL REPORT ON THE SURVEY SETTLEMENT OF THE CHAKLA ROSHNABAD ESTATE

REVENUE DEPARTMENT—LAND REVENUE

Calcutta, the 5th March 1901

RESOLUTION—No 1368

READ—

Mr J. G Cumming's Final Report on the Survey and Settlement of the Chakla Roshnabad Estate in the districts of Tippera and Noakhali.

Read also—

The Director of the Department of Land Records and Agriculture, Bengal's, letter No. 115T S., dated the 15th May 1900, to the Board of Revenue, Lower Provinces, reviewing the above report, and the Board's letter No 766A., dated the 27th June 1900, submitting it to Government

Preliminary.

CHAKLA ROSHNABAD, the estate of the Raja of Hill Tippera, is composed of four compact blocks, of which the northern one lies in Sylhet, the two middle ones in Tippera, and the southern one in Noakhali. Excluding the Sylhet portion, the area which was settled is made up of a tract 5 to 15 miles broad, bordering Hill Tippera for about 80 miles. The areas of the latter three blocks, which naturally form administrative divisions, are 205, 221, and 129 square miles, respectively.

Early history

2. This report contains a brief enquiry into the early history of the estate, which in its origin was the level (and therefore fertile) portion of the State of [illegible] Tippera. It came into the final possession of the Muhammadans a[illegible] 1739. The conquerors, though they maintained their sovereign authority over the entire State, never troubled themselves about the hill country, and were content to assess to revenue the adjoining plains—a practice which was followed by the British on their acquisition of the Raja's territories in 1761 At the time of the Permanent Settlement, the settlement was made with the Raja for the plains only, at an aggregate annual revenue of Rs. 1,39,676 *sicca*. The hill tracts are independent, and subject to more political control.

Physical condition

3 The estate is described as presenting the appearance of a vast rice-producing plain, dotted with villages. The soil is of alluvial origin, being composed of clay and sand in varying proportions. Of the 558 square miles of land comprised within the estate, about 400 square miles are cultivated, 40 are culturable waste, and the rest is made up of unculturable lands and water Rice covers four-fifths of the cultivated area, and the other crops occupy comparatively insignificant areas, namely,—jute, 8,000 acres, chillies, 6,700 acres, mustard, 4,750 acres, and sugarcane, 2,300 acres. Irrigation is only occasionally resorted to by the cultivators, and is never looked upon as an essential part of the system of agriculture A striking feature of the estate is the absence of wells and the existence of an unusually large number of tanks Out of 6,398 tanks, covering 15,671 acres, or 3·42 per cent. of the whole area of the estate recorded at the time of the survey operations, only 3,155 contain wholesome water and only 4,208 are perennial The attention of the Raj will be drawn to the desirability of re-excavating those which have deteriorated as sources of drinking water, or have otherwise ceased to be of use. The recommendations of the Settlement Officer for improving communications also deserve the consideration of the local authorities

Population

4. The population of the estate in 1891 was about 467,000, or 837 per square mile and 1,167 per cultivated square mile. This dense population, in which the Muhammadan greatly outnumbers the Hindu element, is supported almost entirely by agriculture The only other industries are of the ordinary village kind, directed to the supply of the local demand for pots, brass utensils, jewellery, &c The extraordinary fertility of the soil is proved by the fact that the cultivators can afford to hire labour for the ordinary agricultural operations from other districts, and yet continue to raise their standard of comfort. The Lieutenant Governor has read with regret the Settlement Officer's remarks about the cattle of the cultivators, but the matter is one in which improvement cannot be expected till the raiyats cease to use cows for ploughing and recognise the necessity of growing fodder crops. It is disappointing to find that habits of thrift are so uncommon, but professional money-lenders are practically unknown, and the Settlement Officer reports the standard of comfort to have generally and substantially risen Education is in a most backward condition, as is usually the case among the Muhammadans of Eastern Bengal, and the Lieutenant-Governor trusts that more will be done by the Raja to foster it

Survey

5 The survey and *khanapuri* were carried out, under the joint supervision of the Director of the Department of Land Records and Agriculture, Bengal, and the Superintendent of Provincial Surveys, Bengal, by Mr. McHatton, of the Survey of India Department, who was vested with the powers of an Assistant Superintendent of Survey under the Bengal Survey Act. The entire survey-settlement operations lasted for a little over seven years from the commencement of the traverse survey in April 1892 to the final publication of the record-of-rights in June 1899 In consideration of the area of the estate and the number of tenancies which had to be dealt with, the time occupied by the operations was excessive, but the slow progress was due to causes which were beyond the control of the Survey and Settlement Departments. The Raj emphasised the difficulty of following up the work, if a larger staff of officers were to be appointed and more

rapid progress attempted, the litigation between the Raj and its tenants for the settlement of fair rents was of an unusually prolonged and extensive character, and there was excessive delay before the orders of the Appellate Courts were announced in connection with the earlier decisions of the Revenue Officers

6. Moreover, the repeated changes of the officers in charge of the settlement tended not only to retard progress, but inevitably affected the character of the earlier work. Mr J. G Cumming, C S., joined in October 1894, when the survey and *khanapuri* work had been completed, and the previous inadequate inspection increased his difficulties very appreciably However, there is every reason to believe that the record-of rights, as it finally passed from his hands, will compare very favourably with those made in other tracts

Demarcation of village boundaries and boundary disputes

7. The demarcation of village boundaries, which, under the order of Government, had to be carried out on the basis of the revenue survey maps, was attended with great difficulties, inasmuch as there was found to be no practical correspondence between the revenue survey village of the Collector's *mauzawar* register and the villages represented by the *malik's jamabandis*. The final course adopted was to prepare the cadastral maps according to the latter basis, and to show the boundaries of the revenue survey villages by means of red lines on those maps On the proposal of the Director of Land Records to bring the Collector's registers into conformity with the survey records the Board have called for a special report from the Commissioner of Chittagong Attestation too was not unattended with grave difficulties and the Settlement Officer has drawn a lamentable picture of the dishonesty and fraud which were disclosed in this settlement, due largely to the evil effects of the *izara* system which the Lieutenant-Governor is glad to see is being rapidly abandoned

8 The total number of villages surveyed was 1,511 and the total area extracted by the Survey Department was 357,529 acres. Deducting from this area 2,063 acres, the area of the Saidabad and other zamindaries, the net area of the Chakla Roshanabad estate actually brought under settlement was 355,467 acres, in nearly 9 lakhs of plots, which was thus distributed among the proprietor and the various classes of tenure holders, &c —

CLASS OF LANDLORD	Northern Division	Central Division	Southern Division	Total	Percentage.
1	2	3	4	5	6
Held by Government	1,096	1,623	335	3,054	0 9
Held directly by the Raj	18,599	80,481	62,288	161,368	45 4
Held by tenure-holders at fixed rents	15,220	20,482	510	36,212	10 2
Held by tenure-holders at rents liable to enhancement	89,863	28,747	14,694	133,304	37 5
Held by rent-free tenure-holders	8,036	8,488	5,005	21,529	6·0

Land tenure

9 The Settlement Officer has distinguished no less than 17 different classes of rent-paying tenures and temporary leases in the estate. He found that 403 are held at fixed and 2,614 at variable rents. The prevailing tendency of these tenures is towards subdivision, and not sub-infeudation, as in the neighbouring districts of Backergunge and Noakhali, and this is explained by the Director of Land Records as due to the comparatively early agricultural development of the estate, and its consequent present unsuitability for the operations of land speculators, which depend for their success on rapidly-increasing values.

10. Of the total area of the estate, about 1,063 acres, comprising 190 holdings, are held by raiyats at fixed rents; 270,361 acres, comprising 79,700 holdings, by settled and occupancy raiyats; 1,959 acres, comprising 2,614

holdings, by non-occupancy raiyats; and 4,675 acres, comprising 7,603 holdings, by under-raiyats. The figures show that by far the largest proportion of the tenancies is held by the occupancy raiyats, amounting to 79 per cent of the whole in the central division and 70 per cent. in the other two divisions. Only 2 per cent. of the tenancies are in the possession of the non-occupancy raiyats. Theoretically the custom of transferring occupancy rights does not exist in the estate, though in practice such transfers are occasionally made by the raiyats with the consent of the proprietor on payment of a fee to him, calculated at 12 per cent. of the purchase money of the holding transferred. Little has been said in the report about the condition of the under-raiyats and labourers, but apparently the omission is due to the smallness of their numbers. Information, however, about the former class would have been interesting. It is observed that in the south, where labour is more abundant, the difference between occupancy rents and those paid by under-raiyats is most marked, the latter being nearly 50 per cent. more than the former. A common feature in the whole tract is that the average rental per cultivated acre is much lower in the case of non-occupancy than in that of settled raiyats. The remarkable preponderance of occupancy raiyats is, as the Director of Land Records observes, a matter for congratulation, and the rights are on an average worth Rs. 57 per acre, which is nearly the same as in Muzaffarpur.

11. The following table shows the average rates of rent paid by the different classes of raiyats —

Divisions.	Raiyats at fixed rates		Settled and Occupancy raiyats		Non occupancy raiyats		Under raiyats.	
	Average rent per acre of holding	Incidence of rent per cultivated acre of holding	Average rent per acre of holding	Incidence of rent per cultivated acre of holding	Average rent per acre of holding	Incidence of rent per cultivated acre of holding	Average rent per acre of holding	Incidence of rent per cultivated acre of holding
1	2	3	4	5	6	7	8	9
	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P
Northern Division	0 15 2	2 1 3	3 5 4	4 1 7	2 1 2	3 4 0	3 3 8	4 4 2
Central Division	1 13 0	2 3 7	3 4 10	3 11 2	1 11 9	2 6 0	3 15 11	4 12 6
Southern Division	1 12 6	2 2 0	3 10 4	4 4 8	0 10 8	1 4 2	5 9 3	6 6 4

The average area of the lands held by a raiyat is believed to be about 3¼ acres, as a raiyat very often holds more than one tenancy or holding, and his net income therefrom is estimated at Rs. 133-6 a year.

12 The following table compares the gross annual renting value of the estate and the gross rental payable to the Raj before and after the settlement operations —

The financial results of the operations

Holdings	Assets			Rental		
	For area held by raiyats	Assumed rental of the *khas* cultivations of tenure holders	Total	For areas held directly by the Raj	For areas settled with tenure-holders	Total
1	2	3	4	5	6	7
	Rs	Rs	Rs	Rs	Rs.	Rs.
Before settlement	8,63,233	49,067	9,12,300	4 89,457	94,732	5,84,189
After settlement	9,23,248	49,067	9,72,315	5,48,769	1,27,079	6,75,848
Net increase	60,015	......	60,015	59,312	32,347	91,659
Percentage of increase	7	.	7	12	34	15·69

13. The settlement of rents was a work of very great difficulty. In the first place, in most of the tenures the cultivated area had increased since the contract by which the existing rent was fixed, but owing to the diverse views of the special Judges, increase of area could not be taken generally as a ground of enhancement. Secondly, the number of fair-rent cases instituted by the Raj reached the great total of 1,288 raiyati cases, involving 29,004 tenancies and 1,560 tenure cases. Compromises were almost unknown, and appeals were indulged in as a matter of course, and the litigious tendencies of the prosperous tenancy were gratified to satiety. The officers did their work with commendable care, for less than 1 per cent. of their decisions were reversed and only 16.3 per cent. were modified in appeal.

Case-work

14. The increase of rent in the raiyati tenancies, which were the subjects of suits, averaged 21 per cent. It is not clear how much of this was due to excess area. It would seem that the bulk of the increase was based on the rise in prices, though the full amount legally allowable under this ground for enhancement was not taken.

Rental.

In the case of taluks the rental has been increased by Rs. 32,347, almost the whole of which has fallen on the holders of the ordinary taluks, whose rental has been increased from Rs. 41,323 to Rs. 69,886, *i.e.*, by Rs. 28,563, or by 69·1 per cent. It was found during the settlement operations that the holders of those taluks were paying on an average 25 per cent. of the assets as rent. In the kabuliyats given by them occurred the words "das hissa," and much litigation took place as to the meaning that should be attached to these words. On behalf of the Raj it was contended that the phrase meant that the talukdars were entitled to the collection expenses *plus* 10 per cent. of the profits and the Raj to the rest. The talukdars contended that the phrase meant their right to have 10/16ths, or 62 per cent. of the profits. There can be little doubt that in theory the Raj was in the right, and this was the view taken not only by the Settlement Officer, but by the Civil Court in a case brought before it. At the same time the theory had never been brought into practice. From the first, the share of the profits enjoyed by the talukdar was in all cases very much larger, and the Settlement Officer made an adjustment, which seems to have been very fair to all parties, when he decided upon taking 50 per cent. of the assets as a general standard for the settlement of the talukdar's rents. The same standard was independently taken by the Civil Court, when a case came before it for distribution between the Raj and its talukdar of compensation for the acquisition of railway land.

But the rise was severe, 69 per cent. on the former rent, and as the report was silent on the matter, the Lieutenant-Governor considered it necessary to enquire whether any measures had been taken to mitigate the suddenness of the enhancement. He is pleased to find that this has been done. The cases of enhancement numbered 1,212. In 435 cases the new rent was introduced by a progressive enhancement, spread over two to five years, in 19 cases the enhancement was postponed from two to three years, and in 49 cases, where the rise was exceptionally large, it was spread over three to nine years, partly by entire postponement, partly by a graduated introduction of the enhancement. These adjustments were made with the careful attention to detail, which has characterized this settlement. No complaints have been made, and the Lieutenant Governor is satisfied that the Settlement Officer's action in the matter was fair to both parties in the controversy and carried out with full consideration to prevent hardship.

15. The total cost of the operations amounted to Rs. 5,28,002. This sum, distributed over an area of 355,467 acres, actually surveyed and settled, gives a cost rate of Re. 1-8 per acre, approximately, or three times as much as the standard rate of 8 annas an acre. After deducting, however, from the total cost the sums noted on the margin, for which due credits are to be given to the Raj and its tenants, the net cost stands at Rs. 4,73,072, or, approximately, Re. 1-6 per acre. Many causes have contributed to bring about this high incidence

Cost.

	Rs
Traverse surveys ...	13,879
Court-fees ...	37,865
Miscellaneous receipts ...	3,086
Total ...	54,930

of cost—the slow progress made in the writing of the record and in the attestation of the same, due partly to the wish of the proprietor and partly to the inherent difficulties of the work, such as the large number of disputes as to tanks and rent-free lands; the slow progress in the settlement of rents, due partly to the absence of compromise and the mass of litigation involved, and partly to the expenditure of time which the formalities of the Civil Procedure Code necessitated. The absence of compromise was, to a great extent, caused by the uncertainty as to the final views of the Appellate Courts, as well as to the position taken up by the tenantry. The Lieutenant-Governor, therefore, is of opinion that though the cost was high, there were good reasons for it.

Settlement Officer's suggestions for improvements, &c., to be carried out in the Raj estates

16. Mr. Cumming's suggestions for the improvement of the present system of management of the estate deserve the consideration of the Raja, and in particular that proposing a change in the present system of collecting rents in seven *kists*, which appears not only to be excessively troublesome, but also disadvantageous to every one concerned. Enquiries will be made by the Political Department as to the action taken by the Raj with regard to the adjustment of the rents of the raiyats who have not as yet obtained remissions on account of the lands which have been taken from them for the railway. The Settlement Officer's remarks as to what is happening, owing to the Railway Company not having completed the erection of permanent boundary marks, will be duly communicated to the latter. His Honour endorses the Board's recommendation of Mr. Cumming's suggestions for the maintenance of the settlement records of the estate, which appear to be very simple and inexpensive. Sir John Woodburn is glad to notice that the magisterial staff of Comilla and Feni have already begun to utilise the settlement records in the disposal of criminal cases, which, so far as the Sadar subdivision of the district of Tippera is concerned, are reported to have considerably diminished in number. It is doubtful, however, whether their legal and practical value is thoroughly appreciated in all the Subordinate Civil Courts. The Commissioner of the Chittagong Division is desired to make early enquiries into, and report, the circumstances which have led to their comparative neglect by the magisterial staff of Brahmanbaria.

Conclusion.

17. This arduous settlement received close attention in its earlier stages from Colonel Sandeman, the late Director of Bengal Surveys, and throughout from the two Directors of the Department of Land Records, Mr. W. C. Macpherson and Mr. P. C. Lyon. The immediate organisation and control has fallen on Mr. J. G. Cumming, who has throughout earned the warmest praise from his superior officers, and has completed a successful survey in the face of great difficulties. His final report is a complete account of the agrarian and social state of a most interesting part of the province. The Lieutenant-Governor records with pleasure his appreciation of the excellent work done by Mr Cumming. The praise given to his subordinates will be noted in the Appointment Department.

ORDER—Ordered that the Resolution be published in the *Calcutta Gazette* and copies of it forwarded to the Board of Revenue, Lower Provinces, to the Commissioner of the Chittagong Division, and to the Political and the Appointment Departments of this Government.

By order of the Lieutenant-Governor of Bengal,

F. A. SLACKE,

Secretary to the Govt. of Bengal.

WEATHER AND CROP REPORT.

For the week ending the 11th March 1901.

Burdwan.—Rainfall at Katwa 0 25. Weather seasonable. Pressing of sugarcane continues. *Rabi* doing well. Fodder and water sufficient. Common rice sells as follows:—

				Srs	
Sadar	...	...	...	12½	per rupee.
Kalna	...	...	...	10½	
Katwa	...	...	...	12⅝	
Raniganj	...	...	...	12	

Birbhum.—Rainfall at Sadar ·50, Rampur Hât 0 52 Weather cloudy Pressing of sugarcane continues Harvesting of *rabi* crops commenced Price of rice at Sadar 12 seers and at Rampur Hât 13½ seers per rupee Fodder sufficient

Bankura.—Rainfall at Bankura ·02, Vishnupur 02 Weather occasionally cloudy Pressing of sugarcane going on. Harvesting of *rabi* continues Sporadic cases of cow-pox reported. Water sufficient Fodder dear Price of common rice at Bankura 11 seers 14 chitaks and at Vishnupur 12 seers per rupee.

Midnapore.—Rainfall at Sadar 1 18, Contai 0·13 Sugarcane being pressed. Common rice sells as follows:—

				Srs.	
Sadar	...	...	...	14	per rupee.
Contai	..	...	...	13	
Tamluk	...	...	...	11	
Ghatal	...	..	...	12	

Hooghly.—Rainfall at Sadar nil, Serampore ·19, Arambagh nil. Sugarcane pressing continues. Prospect of standing crop favourable Common rice sells at 10 seers 7 chitaks per rupee.

Howrah—No rain. Weather seasonable. *Boro* doing well Fodder and water sufficient Common rice sells at 10 seers per rupee

24-Parganas.—Rainfall at Sadar nil, Barasat 16, Basirhat nil, Diamond Harbour nil Weather seasonable Harvesting of *rabi* crops going on briskly Transplantation of *boro* in Barasat subdivision is in progress Cattle-disease reported from thana Baduria in Basirhat subdivision. Fodder and water sufficient. Common rice sells as follows:—

				Srs.	Ch.	
Sadar	...	...	...	10	5	per rupee.
Barasat	..	...	.	10	0	
Basirhat	...	...	.	10	0	
Diamond Harbour	...	...	..	10	8	

Nadia.—Rainfall at Sadar 0 15, Kushtia 0 98, Meherpur 0 01, Chuadanga 0 14 Weather seasonable. *Rabi* still being harvested Prospects indifferent. Fodder and water sufficient except in Chuadanga Common rice sells as follows —

				Srs.	Ch.	
Sadar	...	...	...	13	0	per rupee.
Kushtia	...	...	..	13	0	
Meherpur	...	...	...	11	6	
Chuadanga	...	...	.	12	0	
Ranaghat	...	...	...	10	0	

Murshidabad.—Rainfall at Sadar 0 50, Kandi 0 20, Jangipur 0 19, Lalbagh 0 55. Weather seasonable. Prospects of *rabi* crops less favourable, grain is being destroyed by worm in thanas Manullabazar, Bhagwangola and Asanpur of Lalbagh subdivision. No cattle-disease. Fodder and water sufficient. Common rice sells as follows.—

				Srs.	
Sadar	...	...	...	13	per rupee.
Jangipur	...	...	...	13½	
Kandi	...	...	...	14½	
Lalbagh	...	...	...	12½	

of cost—the slow progress made in the writing of the record and in the attestation of the same, due partly to the wish of the proprietor and partly to the inherent difficulties of the work, such as the large number of disputes as to tanks and rent-free lands, the slow progress in the settlement of rents, due partly to the absence of compromise and the mass of litigation involved, and partly to the expenditure of time which the formalities of the Civil Procedure Code necessitated. The absence of compromise was, to a great extent, caused by the uncertainty as to the final views of the Appellate Courts, as well as to the position taken up by the tenantry. The Lieutenant Governor, therefore, is of opinion that though the cost was high, there were good reasons for it.

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Tamluk	...	...	...	11	
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Howrah—No rain Weather seasonable. *Boro* doing well Fodder and water sufficient. Common rice sells at 10 seers per rupee.

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Barasat		...	...	10	0	
Basirhat	..	...	..	10	0	
Diamond Harbour	...	...	.	10	8	

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Meherpur	...	...	...	11	6	
Chuadanga	...	...	..	12	0	
Ranaghat	...	...	...	10	0	

Murshidabad.—Rainfall at Sadar 0 50, Kandi 0 20, Jangipur 0 19, Lalbagh 0 55 Weather seasonable Prospects of *rabi* crops less favourable, grain is being destroyed by worm in thanas Manullabazar, Bhagwangola and Asanpur of Lalbagh subdivision. No cattle-disease. Fodder and water sufficient. Common rice sells as follows:—

				Srs.	
Sadar	...	...	...	13	per rupee.
Jangipur	...	...	...	13⅜	
Kandi	...	...	...	14½	
Lalbagh	...	...	...	12¼	

Jessore.—Rainfall nil. Weather seasonable. Prospects of the crops good. Linseed, barley and peas being cultivated Pressing of sugarcane going on. Fodder and water sufficient. Common rice sells as follows:—

	Srs	
Sadar	11	per rupee.
Jhenida	12	
Magura	10½	
Narail	10	
Bangaon	12$\frac{1}{16}$	

Khulna.—Rainfall nil. Weather getting hot. Transplantation of *boro* over. Prospect fair Fodder and water sufficient Common rice sells as follows.—

	Srs.	
Sadar	12	per rupee.
Bagerhat	9¾	
Satkhira	11	

Rajshahi.—Rainfall at Sadar 16, Natore ·16, Naugaon 02 Prospects of crops good. No cattle disease. Fodder and water plentiful Common rice sells at 13½ seers a rupee

Dinajpur.—Average rainfall 27 Weather seasonable. No cattle-disease Fodder and drinking water plentiful. Rice 15 seers a rupee in Dinajpur town and 13½ seers at Thakurgaon

Jalpaiguri.—Rainfall at Sadar 64, Alipur Duars 40 Weather seasonable. Harvesting of tobacco going on. Fields are being prepared for *bhadoi* and jute. Common rice sells at 12 seers per rupee Fodder and water sufficient.

Darjeeling—Rainfall at Darjeeling 1 41, Kurseong 53, Siliguri nil, Kalimpong 73 Weather seasonable. *Hills—tori, pipor*, wheat, barley, potatoes progressing *Terai*—harvesting of tobacco, mustard, sugarcane proceeding Common rice sells as follows.—

	Srs	
Hills	9	per rupee
Terai	13	

Bhutta sells at Darjeeling 19 seers and at Kalimpong 24 seers per rupee

Rangpur.—Rainfall at Sadar 0 17, Gaibanda 0 01, Kurigram 0 22, Nilphamari 0 85 Weather seasonable Sowing of *aus* and jute going on Water and fodder sufficient. Common rice sells as follows —

	Srs.	
Sadar	11	per rupee.
Gaibanda	12	
Kurigram	10	
Nilphamari	13	

Bogra—Average rainfall 0 08 Cultivation for *aus* and jute going on More rain wanted Fodder and water sufficient. Common rice sells at 13½ seers per rupee.

Pabna.—Rainfall at Sadar 0 32, Sirajganj 0 08. Weather seasonable Prospects of crops good Prices unchanged Fodder and water sufficient

Dacca—Rainfall at Sadar 35, Manikganj 17, Munshiganj nil, Naraingani ·94 Weather seasonable Prospects of crops fair No cattle-disease Fodder available. Common rice 10½ seers per rupee

Mymensingh—Rainfall at Sadar 0 15 Weather mid-days hot Prospects of crops fair Common rice sells as follows.—

	Srs.	
Sadar	10	per rupee.
Jamalpur	10	
Kishoreganj	9¾	
Tangail	10½	
Netrakona	8¾	

Faridpur.—Rainfall at Sadar 0 36, Goalundo nil, Madaripur nil. Weather still cool. State and prospects of crops good Common rice sells at 11½ seers a rupee.

Backergunge—Rainfall at Sadar nil. Weather seasonable. Prospects of crops good. Fodder and water sufficient. No cattle-disease reported Common rice sells at 11½ seers (new *aman*) per rupee

Tippera.—Rainfall at Brahmanbaria 20. Weather warm. State and prospects of standing crops indifferent. Rain badly wanted. Fodder and water sufficient. Cattle-disease reported from Nabinagar. Common rice sells at 11½ seers per rupee.

Noakhali.—No rain Rain wanted · Prospect of standing crops fair. No cattle disease reported. Fodder and water sufficient. Prices stationary.

Chittagong.—No rain. Harvesting of winter rice completed Outturn 12 annas. Water and fodder scarce Common rice sells at 12½ seers.

Patna.—Rainfall at Sadar 0 48, Bihar 0·18, Barh 0·50, Hilsa 0·50, Dinapore ·58, Bikram 0·57 The cloudy state of the weather has affected the *rabi* crop to some extent Sowing of poppy continues Sugarcane pressing going on Fodder and water for cattle sufficient Common rice sells at 14 seers per rupee in Patna town.

Gaya.—Rainfall at Sadar ·22, Jahanabad 47, Aurangabad 16 *Rabi* damaged by recent rains Poppy being lanced Common rice selling at 12 seers per rupee.

Shahabad.—Rainfall at Arrah 0 70, Buxar 0 54, Bhabua 0·42, Sasaram 0·70 Weather unsettled The standing *rabi* crops damaged by the recent rain. Fodder and water sufficient Rice 13 seers a rupee at Sadar

Saran.—Rainfall at Sadar 0·61. Weather seasonable and appreciably warmer. Harvesting of *rabi* has commenced Standing crops good Fodder and water sufficient. Common rice 13 seers 15 chitaks and maize 22 seers 6 chitaks per rupee

Champaran.—Rainfall at Motihari 66, Bettiah 39 Harvesting of *rabi* continues Lands being cultivated for *bhadoi* crops Fodder and water sufficient. Prices of common rice and maize at Sadar are 14½ and 22¼ seers per rupee, respectively.

Muzaffarpur.—Rainfall at Sadar 50, Hajipur 83, and Sitamarhi 39 There was a slight hailstorm in Sitamarhi subdivision, which has done slight damage to the standing crops, otherwise prospect good Prices are—Common rice 13 seers, wheat 7 seers, barley 20 seers, maize 22 seers, *gohun* 13 seers, and *arhar* 12 seers a rupee

Darbhanga.—Rainfall at Sadar 0 45, Samastipur 0 55, Madhubani 0 74 Fodder and water sufficient. No cattle-disease reported. Common rice sells as follows :—

	Srs	Ch.	
Sadar	14	8	per rupee
Samastipur	15	0	per rupee
Madhubani	15	9	per rupee

Monghyr.—Rainfall at Monghyr 0 14, Begusarai nil, Jamui nil Occasionally cloudy Standing crops doing well Sugarcane pressing and poppy lancing nearly finished. Common rice sells as follows :—

	Srs	Ch	
Sadar	12	13	per rupee
Begusarai	13	0	per rupee
Jamui	12	0	per rupee

Bhagalpur.—Rainfall at Sadar 0 35 Weather seasonable Prospects of *rabi* continue to be favourable No cattle-disease Fodder and water sufficient. Prices stationary

Purnea.—Rainfall at Sadar 0 64, Kishanganj and Araria nil Weather seasonable Harvesting of tobacco going on Lands are being ploughed for next *bhadoi* and jute crops No cattle-disease . Fodder and water sufficient. Common rice sells as follows —

	Srs.	
Sadar	14	per rupee
Kishanganj	13	per rupee
Araria	16	per rupee

Malda.—Rainfall at Sadar 09, Chanchal 21, Shibganj 37, Gazole ·18 Weather seasonable Prospects of standing crops reported to be good. No cattle disease Price of rice stationary Fodder and water sufficient

Sonthal Parganas.—Average rainfall 41 Weather cool Prospect of *rabi* favourable. Fodder and water-supply ample No cattle-disease. Rice sells at 14 and maize 21 seers per rupee.

Cuttack.—Rainfall at Jajpur ·52, Banki ·14 Weather seasonable. *Dalua* and tobacco growing Sugarcane and *rabi* being harvested. Condition of cattle generally good Fodder and water sufficient. Common rice sells as follows:—

				Srs	Ch.	
Sadar	...	...	...	13	12	per rupee.
Jajpur	..	...	...	15	12	
Kendrapara	...	...	...	15	12	
Banki	..	..	...	15	12	

Balasore.—Rainfall at Sadar ·30 Harvesting of *kandha*, *sarad*, and *rabi* continues. Cotton flowering *Dalua* being reaped Sugarcane pressing in progress Ploughing continues Rice sells at 16⅝, 13½ and 17 seers per rupee in interior, Balasore, and Bhadrak, respectively Fodder and water sufficient.

Angul—Rainfall at Sadar ·55, Bissapara 1·34, Tikerpara ·19. Weather seasonable. Sugarcane being planted Price of rice remains stationary Fodder and water sufficient

Puri—Rainfall at Sadar 0 02, Khurda nil. Weather seasonable Ploughing continues *Dalua* paddy in ear and in some parts ripening *Mung* and other miscellaneous crops doing well Fodder and water sufficient Price of rice stationary

Hazaribagh.—Rainfall at Sadar ·27, Giridih 1 53 Weather seasonable. Fodder and water sufficient. No cattle-disease reported Common rice sells at Sadar 12 seers and at Giridih 12½ seers per rupee

Ranchi.—Rainfall 0 27. Weather cloudy. Ploughing continues *Mahua* crop suffered a little from cloudy weather Average price of common rice is 16 seers per rupee No cattle-disease reported. Fodder and water sufficient

Palamau.—Sugarcane doing well *Rabi* being injured by insects Rice selling at Sadar at 9½ seers per rupee.

Manbhum.—Rainfall at Sadar 0 06, Gobindpur ·09. Weather seasonable Prospects of crops on ground good. Fodder and water sufficient Cattle disease reported from Jhalda, Barabazar, Purulia, Topchanchi, Katras Average price of common rice at Sadar 13 seers 4 chitaks and at Gobindpur 12 seers per rupee. Supply sufficient.

Singhbhum.—Rainfall 0 10 Average price of rice is 15 seers 1 chitak in the district, at Chaibassa 14 seers.

General Summary.—Rain fell in small quantities in every district except in Howrah, Jessore, Khulna, Backergunge, Noakhali, Chittagong and Palamau. The rain and the cloudy state of the weather has affected the standing crops to some extent in a few districts. The harvesting of the *rabi* crops is proceeding rapidly Spring rice is being transplanted and doing well. Cultivation of lands for *bhadoi* rice and jute is in progress. Fodder and water generally sufficient. Cattle-disease continues to be reported from some districts. The price of common rice has risen in 12 districts, fallen in 10, and is stationary in the rest (24).

By order of the Lieutenant-Governor of Bengal,

F. A. SLACKE,

Secretary to the Govt. of Bengal.

REVENUE DEPARTMENT,

The 12th March 1901.

STOCKS OF RICE IN AND AROUND CALCUTTA.

No. 196 Statistics.—The following is published for general information.

F. A SLACKE,
Secy. to the Govt. of Bengal

Statement showing the Stocks of Rice in and around Calcutta during March 1901

Names of Marts.	Stock in hand as compiled on— 1st week of March 1900	1st week of April 1900	1st week of May 1900	1st week of June 1900	1st week of July 1900	1st week of Aug 1900.	1st week of Sept. 1900	2nd week of Oct. 1900	2nd week of Nov 1900	1st week of Dec. 1900	1st week of Jan 1901	1st week of Feb. 1901	1st week of March 1901
	Mds	Mds.	Mds	Mds	Mds	Mds.	Mds.	Mds.	Mds	Mds.	Mds	Mds.	Mds.
Balliaghata	4,18,000	9,56,000	9 25 000	8 38,000	7 73 000	5 90,000	5,48 000	4,23 000	3,35,000	2,63,000	3 06 000	4,08 500	4,12,000
Ultadanga	61,200	93 500	91 800	88,000	89 200	82,400	66,300	48,600	34,800	34,100	26 500	40,000	51,800
Chitpur Golabaree Kumartooly Hatkhola, and Culpi Ghat	2,79,200	3 10 800	2,94,000	2,69 300	2,36,500	2,67 500	2,57,500	2 11,500	1 63,700	1,32,300	1 46,900	2,16,000	2 65 000
Pathuriaghatta, Posta, and Jorabagan.	3,100	5 900	5,400	4,600	3,800	3 300	3 400	3,600	2,500	2,800	3,700	5,400	5,400
Tallygunge, Chetla, Kidderpore, and Munshiganj.	2,80,500	3,62,500	2 14,700	1,89 900	1,92,500	1 70,000	1,64,200	96,000	61,7 0	49,900	80 000	1,38,340	1,86,880
Minor bazars(1)	2,40,000	2,40,000	2,40 000	2,40,000	2,40 000	2,40,000	2,40 000	2,40 000	2,40 000	2,40 000	2,40 000	2 40,000	2,40,000
Other retail shops(1)	2,50 000	2,50 000	2 50 000	2,50,000	2,50,000	2 50 000	2,50 000	2,50 000	2,50 000	2,50 000	2,50,000	2,50 000	2,50,000
Ramkristopur*	1 62,200	2 72 000	2,49 000	2,07,500	1 80,000	1,38 500	1,23 000	99 880	95 800	76 500	66 200	1,56 500	1 44,500
Baidyabati, Nawabganj Bhadreswar and Chandernagore †	5 600	4 575	1,375	1 150	1 531	1 109	4,425	775	3 502	5 400	4 625	5,037	2,325
Total	16,64,900	23 94,975	22,70,875	20,37,150	19 94 531	17 52 409	16,56,025	12,38,375	12,11,402	10 42 600	10,23,525	14 54 737	15,29,225
On Railway premises on both sides of the river ‡	56,947 (on 3rd March 1900)	27 226 (on 3rd April 1900.)	14.093 (on 3rd May 1900)	19,465 (on 3rd June 1900.)	29 167 (on 3rd July 1900)	5,795 (on 3rd August 1900)	6,039 (on 3rd Sept. 1900)	6 469 (on 13th Oct. 1900.)	9,349 (on 5th Nov 1900)	36 140 (on 3rd Dec. 1900)	51 058 (on 4th Jan. 1901)	27 519 (on 3rd Feb 1900)	51,589 (on 4th March 1901.)
On boats not yet unloaded—													
By Port Commissioners returns	53,283 (1st to 3rd March 1900)	40,923 (1st to 3rd April 1900)	23 420 (1st to 3rd May 1900)	7 418 (1st to 3rd June 1900)	38,667 (2nd to 4th July 1900)	28,913 (1st to 3rd August 1900)	25 601 (1st to 3rd Sept 1900)	32,659 (11th to 13th Oct. 1900)	36,896 (3rd to 5th Nov 1900)	39,804 (1st to 3rd Dec. 1900)	32 733 (2nd to 4th Jan. 1901)	43 968 (1st to 3rd Feb. 1901)	48,079 (3rd to 5th March 1901.)
By Canal returns	1 62 637 (1st to 3rd March 1900.)	75 356 (1st to 3rd April 1900)	48 083 (1st to 3rd May 1900)	32 140 (1st to 3rd June 1900)	28 807 (2nd to 4th July 1900.)	73 466 (1st to 3rd August 1900.)	48,650 (1st to 3rd Sept 1900)	19 715 (on 11th to 13th Oct. 1900)	48 954 (3rd to 5th Nov 1900)	31,792 (1st to 3rd Dec. 1900.)	84 531 (2nd to 4th Jan 1901.)	1 83,749 (1st to 3rd Feb 1901)	*1,06,854 (3rd to 5th March 1901.)
Grand Total of Stocks	19,57 717	25 38,980	23,56,470	21 46 176	20,93,192	18 60,583	17 36,715	14,46,218	13,06,601	11,50,336	11,91,902	17 69,871	17,29 923

(1) Estimated as a constant quantity
* This mart is in the Howrah district, and the figures have been obtained by local enquiry.
† Figures furnished by the Collector of Hooghly
‡ Figures furnished by the Railway authorities.

STATISTICAL DEPARTMENT,
The 12th March 1901

F. A SLACKE,
Secy. to the Govt. of Bengal

Abstract of the Results of Meteorological Observations taken at the Alipore Observatory in the month of February 1901.

	Inches.	Date.	Hour.
The mean pressure of the month ...	29 998		
The average pressure of February from 24 years' registers ..	29 945		
The highest pressure in the month	30 175	18th	10
The lowest pressure in the month ...	29·817	11th	16
The range of pressure	0·358		
	Hours.		
The total number of hours of bright sunshine during the month	204 4		
The maximum possible number of hours of sunshine ...	318 0		
	°		
The mean temperature of the month	70 3		
The average temperature of February from 24 years' registers	78·0		
The highest temperature in the month	87·1	4th & 5th	
The lowest temperature in the month	53 1	26th & 27th	
The range of temperature during the month	34 0		
The mean daily range of temperature	20 0		
The greatest range of temperature in one day	29 0	4th	
	Per cent.		
The mean humidity of the month	73		
The average humidity of February from 24 years' registers ...	67		
	Inches.		
The mean vapour tension of the month	0 531		
The average vapour tension of February from 9 years' registers	0 538		
The mean cloud proportion of the month	3·48		
The average cloud proportion of February from 24 years' registers	2 00		
	Inches.		
The total rainfall of the month	1 95		
The total rainfall indicated by a Beckley's self-registering rain-gauge (mouth of the gauge about 52 feet above the ground)	1·81		
The average fall of February from 24 years' registers ...	0 87		
The greatest fall in 24 hours	1 20	13th	
	Days.		
The number of rainy days in the month	5		
The average number of rainy days in February from 24 years' registers ...	3		
	°		
The mean maximum equilibrium temperature of solar radiation during the month	134 0		
The mean difference of sun and air temperatures ...	52 5		
The greatest sun temperature	144 5	9th	
The greatest excess of sun over air temperature ..	61 5	12th	
The mean temperature of the nocturnal radiation thermometer on woollen cloth	57 7		
The mean depression of the nocturnal radiation thermometer below the minimum air temperature at 4 feet above the ground	3 8		
The greatest depression of the nocturnal radiation thermometer below the minimum air temperature	6 2	25th	
	Miles.		
The mean movement of the wind per day	98 7		
The greatest movement of the wind in one day	175 0	24th	
The greatest movement of the wind in one hour	20·0	24th 10 to 11 A.M.	

The number of hours with winds from each of the 8 points—
N 135, N E 64, E 63, S E. 10, S. 37, S.W. 113, W. 74, N.W. 150, Calm 26.

The results of observations at the Alipore Observatory are not rigorously comparable with the registers of past years (at the Park Street Observatory). The barometer is about 3 feet higher at Alipore, and, other things being equal, reads therefore 003 lower. The diurnal range of temperature is also greater at Alipore, and the mean temperature apparently about 2 1° lower, and, finally, the thermometer, which furnished the record of temperature at the Surveyor-General's Office during 20 years and upwards, is found to read 0·6 higher than the Kew Standard thermometer, which is the standard of reference at the present Observatory.

G. W. Küchler,

For Meteorological Reporter to the Govt. of India, and Director-General of Indian Observatories.

Meteorological Office, Govt of India,
Alipore (Calcutta), the 11th March 1901

Results of the Meteorological Observations taken at the Alipore Observatory from 3rd to 9th March 1901.

Month.	Date.	Maximum in sun	Number of hours of bright sunshine.	Mean pressure barometer at 32° Fahr	Temperature				Hygrometry				Wind.		Rain.	Weather.
					Mean	Maximum.	Range	Minimum.	Mean wet bulb.	Vapour tension.	Dew point.	Humidity	Prevailing direction.	Miles recorded.		
		°		Inches	°	°	°		°	Inch		%			Inches	
Mar.	3rd	142 5	9 9	30 014	72 7	87 6	28 3	59 3	63·9	0 479	57 8	62	WSW and WNW	91	Nil	Chiefly clear, ⏜.
,,	4th	148 8	9·7	29 956	73 3	88 0	26 9	61 1	63·5	·457	56 4	60	WNW	87	,,	Clear, ⏜.
,,	5th	137 0	4 0	·915	72 4	86 0	25 7	60 3	64 6	508	59 4	66	SW and W by N	118	,,	Chiefly cloudy, ⏜, o
,,	6th	142 0	9·6	·911	74 4	87 9	23 5	64 4	66 4	543	61 2	67	SS W and WNW	99	,,	Chiefly clear
,,	7th	147 3	8 0	925	76 0	88 4	23 7	64 7	69 0	·616	61 8	69	SSW and Variable	81	,,	Chiefly clear, ⏜.
,,	8th	140 7	7 8	·926	78 8	88 9	18 5	70 1	68 6	563	62 3	58	SW, S and Variable	153	,,	Partially cloudy
,,	9th	147 1	8 8	907	77 8	87 9	19 1	68 8	70 0	·630	6[illegible] 5	66	S by W and NNW	87	,,	Chiefly clear.

	Inches.
The mean pressure of the seven days	29 947
The average pressure of the corresponding period for 24 years, Surveyor-General's Office	29 847
	Hours
The total number of hours of bright sunshine	57 8
The maximum possible number of hours of sunshine	82 3
The mean temperature of the seven days	75 1
The average temperature of the corresponding period for 24 years, Surveyor-General's Office	78·0
The extreme variation of temperature	29 6
The maximum temperature	88 9
	Miles.
The highest velocity of the wind in one hour	14
	%
The mean relative humidity	64
The average relative humidity of the corresponding period for 24 years, Surveyor-General's Office	69
	Inches.
The total fall of rain from 3rd to 9th March 1901	Nil.
The average fall of the corresponding period for 24 years, Surveyor-General's Office	0 46
The total fall from 1st January to 9th March 1901	3 26
The average fall of the corresponding period for 24 years, Surveyor-General's Office • . ..	2 18

The mean pressure, temperature, &c, are deduced from the traces of the Barograph and Thermograph, and from eye observations

The maximum and minimum temperatures are obtained from self-registering thermometers. All the thermometers are verified and the readings have been corrected to a standard constructed and verified at the Kew Observatory. They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground

The barometer readings are corrected approximately to those of the standard, Newman's No. 80, formerly at the Surveyor-General's Office

The hygrometric elements are obtained from Tables III, IV, and V of the official tables computed in the Meteorological Office, and based on Regnault's modifications of August's formula

The directions and the movement of the wind are taken from the trace of a Beckley's anemograph

The mouth of the rain-gauge is one foot above the ground

⏜, dew; o, overcast; ≡ fog.

METEOROLOGICAL OFFICE, GOVT OF INDIA,
Alipore (Calcutta), the 11th March 1901.

G. W KÜCHLER,
For Meteorological Reporter to the Govt. of India and Director-General of Indian Observatories.

No. II.—KHARIF STATEMENT.

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT

IRRIGATION OPERATIONS OF FASL KHARIF, 1900-1901

Statement in acres of crops irrigated in Canal districts

NATURE OF CROPS		Cuttack	Balasore	Midnapore.	Burdwan	Hooghly	Gaya	Patna	Shahabad	Saran	Total.
1		2	3	4	5	6	7	8	9	10	11
Garden and orchards ...			...		...	...			6		6
Sugarcane		87	366			...	871	1,936	11,959	...	15,219
Cereals	Wheat	...	...	...	...		...				
	Barley	...	...								
	Rice	166,737	30,483	79,438	19,276	8,934	40,680	35,650	230,565		611,[illegible]
	Miscellaneous	...					611	...	1,198		1,809
Pulse ...	Gram, &c	...	...	...				...	...		
	Miscellaneous	...	...	...	...				...		
Fodder crops	Grass, lucerne	...	...	...	...	...			1	...	1
Fibres ..	Cotton		...	...	...	...			...	...	...
Dyes ...	Indigo		...	...	...		...				
	Turmeric, &c.			...	...	...		...	...		...
Drugs ..	Opium	...	...	...	...	...		...	...	...	...
	Tobacco, &c	...	...	...	...	...			...		...
Oilseeds ...	Mustard, &c.	...	...		...	...	...	...	...	...	...
	Castor	...	...	...	...	...		...	...	...	...
Miscellaneous ..			...	...	...		...		...		
Hot-weather ...		9	473	...			103	1,183	16,515		18,283
Total Kharif, 1900-1901 ..		166,833	31,322	79,438	19,276	8,934	42,265	38,169	260,2[illegible]	*	616,561
Total Kharif, 1899-1900‡ ..		166,281	31,150	69,601	21,2[illegible]	8,321	39,613	3 692	2[illegible]8,490	†	623 3[illegible]4
Average of the five years ending with 1899-1900.		147,077	24,740	67,727	16,156	11,627	39,474	29,306	213,476	310	559,[illegible]92

* The canals were opened from 19th September to 3rd October 1900 under special circumstances for giving water free of charge, to irrigate the kharif crop. The area irrigated was [illegible] acres. They were closed on the 4th October 1900 owing to heavy rainfall.

† The canals were closed during the year, 1899-1900.

‡ Actual figures as per Superintending Engineers' Revenue Reports for 1899-1900.

CALCUTTA;
The 7th March 1901.

A H C MACCARTHY,
Under-Secy to the Govt. of Bengal

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT.

Approximate Return of Traffic on the Circular and Eastern Canals for the week ending Saturday, the 9th March 1901, as compared with the corresponding week of the previous year

Nature of Cargo	Week ending Saturday, the 9th March 1901			Week ending Saturday, the 10th March 1900		
	Number of boats.	Weight of cargo	Tollage.	Number of boats.	Weight of cargo	Tollage.
		Mds	Rs		Mds.	Rs
Rice and paddy	846	2,37,075	3,547	1,028	3,15,525	5,294
Jute	76	36,075*	610	11	6,450	91
Firewood	101	76,200	1,151	44	36,650	545
Other articles	850	2,19,145	3,069	737	1,93,585	2,715
Total ...	1,873	5,68,495	8,377	1,820	5,52,210	8,645

* Weight by canal measurement—33,962½ maunds.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY.

Approximate Return of Traffic for week ended 23rd February 1901, on 1,837·09 miles open.

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts			Coaching	Merchandise.	Total.
		Rs. A. P.	Mds. S.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total Traffic for the week	(a) 436,190	(a) 4,36,073 12 0	53,20,980 0	(b) 9,24,678 12 0	23,254 0 6	13 83,606 8 0	109,168	194,961	304,129
Or per mile of Railway		237 11 2		503 5 5	12 1 10	753 2 5			
For previous 6½ weeks of half year	2,507,790	26 81,900 12 0	3 60,67,428 10	60,37,256 6 0	1,52,430 0 0	88 71,586 2 0	715,944	1,240,861	1,956,805
Total for 7½ weeks	2 943,980	31,18 574 8 0	4 13 88,408 10	69 61,934 2 0	1 74,684 0 0	1,02 55,192 10 0	825,113	1,435,822	2,260,934
COMPARISON.									
Total for corresponding week of previous year	359 640½	3,78,533 13 6	55,79 838 0	11,65,673 8 4	30,340 14 1	15,74,547 3 11	99,569½	211,588½	311,158
Per mile of railway corresponding week of previous year		221 2 6	....	661 0 7	17 11 8	919 14 9	.. ..		..
Total for corresponding 7½ weeks of previous year	2,755,819½	29,43,206 0 5	4,05,33 690 0	83,82 985 9 9	2,33,283 8 8	1,15,59,475 2 10	798,041½	1 553,407	2,351,530½

(a) The increase is due to movements of marriage parties and pilgrims on account of Siva Ratri festival
(b) The decrease is chiefly due to heavier upward despatches of food-grains in the corresponding period of 1900.

1901 *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900*

Open mileage	Period	Coaching Traffic.		Merchandise and Mineral Traffic		Other earnings	Total	Per mile of railway	Train mileage.	
		No. of passengers	Rs	Mds	Rs	Rs.	Rs	Rs	No	Rate Rs A. P.
1 837 09	12 days of January	539, 12	5 87 907	88 76 032	14 02 490	48 014	20 31,811	1,106	489 169	4 3 5
1 837 09	Week ended 19th "	354 816	3 90 302	52 73 154	9 04 870	22,978	13 18 150	718	291 898	4 8 4
1 837 09	" " 26th "	380 459	4 25 211	53 07 815	8 66 708	22 595	13 14 534	716	286,059	4 9 6
1 837 09	" " 2nd Feb	402 491	4 21 643	52 85 118	8 84 319	21 827	13 26 778	722	291 166	4 8 4
1 837 09	" " 9th "	433 872	4,25 747	56 10 779	9,89 ...	21 727	14 29 427	778	300 640	4 12 1
1 837 09	" " 16th "	407 460	4,3 [illegible]	57 6 506	9 96 315	22 789	14 0 886	790	302 873	4 12 8
1 837 09	" " 23rd "	436 190	4,36,074	53 20 980	9 24 6 0	23 254	13 83,607	753	304 129	4 8 9
	Totals up to date	2,943,980	31,18,575	4 13,88,408	69,61,934	1 74,684	1,02 55 193	724	2,260,934	4 8 7

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded 1900

		No of passengers	Rs	Mds	Rs	Rs.	Rs	Rs	No	Rate. Rs A. P.
1 711 61	13 days of January	500 641	6,65,195	87 39 374	18 36 800	46 19	25 48 314	1,489	534 367	4 12 4
1 711 61	Week ended 20th January	380 577	3 31,459	50,37 540	10,71,683	31,629	14 34 731	838	303 813	4 11 7
1 711 61	" 27th	353 204	3 5..,160	54 9 659	10,88 005	30 164	14 1 129	860	289 257	5 1 4
1 711 61	" 3rd Feb	380,483	4 34 437	47,13 281	9 31,455	31 808	14 26 100	8 4	294 217	4 13 8
1 711 61	" 10th "	391 070	3 97 546	53,03 744	11 24,313	30 17	15,53 875	907	307 000	5 0 11
1 711 61	" " 17th "	386,114	3,83 876	56,17 354	11 34,187	31 416	1 [illegible]	905	311,727	4 15 6
1 711 61	" " 24th "	359 641	3,78,534	55 79 838	11,65 672	30,341	15 74 547	920	311,158	5 0 5
	Totals up to date	2 755,620	29,43,206	4 05,33,690	83 82,985	2,33 284	1,15 59 475	859	2,351,530	4 14 6

TARKESSUR BRANCH RAILWAY

Approximate Return of Traffic for week ended 23rd February 1901, on 22·28 miles open.

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings.	Traffic Train-miles run.		
	Number of passengers	Coaching receipts.	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	(a) 37 273	(a) 9,316 3 0	35 351 30	1,054 10 0	6 0 0	10 376 13 0	1,217	103	1,320
Or per mile of railway		419 1 8		47 7 1	0 4 4	465 12 8		...	
For previous 6½ weeks of half year	1.7 814	39,655 3 0	2 79 155 0	5 776 11 0	39 0 0	45,470 14 0	7,053	924	7,977
Total for 7½ weeks	1[illegible],087	48 971 6 0	3,14 06 30	6 831 5 0	45 0 0	55 847 11 0	8 270	1,027	9,297
COMPARISON									
Total for corresponding week of previous year	23 932	5 594 7 0	33 202 20	1 248 12 0	6 12 6	6,849 15 6	1,013	175	1,188
Per mile of railway corresponding week of previous year		251 10 7		56 2 9	0 4 11	308 2 3		.. ...	...
Total for corresponding 7½ weeks of previous year	170 6,[illegible]	42,514 7 9	2 65 872 20	7 271 11 0	64 6 3	49,850 9 0	8,156	1,835	9,991

(a) The increase is due to movements of marriage parties and pilgrims on account of "Siva Ratri" festival.

TARKESSUR BRANCH RAILWAY—*concluded*

1901 *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900*

Open mileage.	Period	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total.	Per mile of railway	Train mileage	
		No of passengers	Rs	Mds.	Rs.	Rs	Rs	Rs	No	Rate. Rs A P
22·23	12 days of January	32 515	7,786	61,722	1 378	11	9,175	413	2 037	4 8 1
22·23	Week ending 19th January	22,731	5 526	35,924	720	6	6 261	282	1 188	5 4 4
22·23	" " 26th "	19,826	5 328	35 721	883	6	6 217	280	1,188	5 3 9
22·23	" " 2nd February	23 710	6 007	34 494	704	5	6,896	310	1 188	5 12 11
22·23	" " 9th "	27 159	6,610	35,816	1 001	5	7,646	344	1,188	6 7 0
22·23	" " 16th "	31,510	8 278	35 478	992	6	9 276	417	1,188	7 12 11
22·23	" " 23rd "	37,273	9,316	35,352	1 055	6	10,377	467	1 320	7 13 9
	Totals up to date	195 087	48,971	2,74,507	6,832	45	55,848	326	9,207	6 0 1

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded **1900**

Open mileage.	Period	No of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate. Rs A P
22·23	13 days of January	34,033	8,490	35 949	1 501	10	10 416	469	2 345	4 7 1
22·23	Week ending 20th January	19 719	4,615	14 487	505	10	5 130	231	1,590	3 3 5
22·23	" " 27th "	21 810	5 416	72 105	1 077	15	6 298	283	1 398	4 13 6
22·23	" " 3rd February	21,031	5 226	18,974	781	7	6,014	271	1 188	5 1 0
22·23	" " 10th "	22 919	5,680	57,582	1 102	5	6,797	306	1,188	5 11 7
22·23	" " 17th "	29 611	7 274	33,574	1 077	5	8 356	376	1 158	7 0 6
22·23	" " 24th "	23 332	5,594	33,203	1 249	7	6 850	308	1,188	5 12 3
	Totals up to date	176 676	42 314	2,65,873	7 272	65	49,851	285	9,991	4 15 10

DELHI UMBALLA KALKA RAILWAY

Approximate Return of Traffic for week ended 23rd February 1901, on 162 24 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run.		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise.	Total
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	17 008	15,314 2 0	1,43 054 10	9 565 9 0	72 0 0	24 761 11 0	7,453	3,579	11 032
Or per mile of railway		93 4 6		58 14 5	0 7 1	152 10 0			
For previous 6½ weeks of half year	108 257	90 886 12 0	10,27 383 0	80,543 7 0	443 0 0	1 71,873 3 0	50,496	23 712	74 208
Total for 7½ weeks	125,265	1 06 020 14 0	11 71 036 10	90,099 0 0	515 0 0	1 96,634 14 0	57 949	27,291	85 240
Comparison									
Total for corresponding week of previous year	16 600½	13 017 1 3	79 348 10	12,257 8 0	63 2 3	25 336 11 0	7 603	2,696½	10,299½
Per mile of railway corresponding week of previous year		80 3 9		75 8 10	0 6 1	156 2 8			..
Total for corresponding 7½ weeks of previous year	121 053	1 00 200 0 0	7 32 447 30	87 591 9 3	536 4 0	1 88,057 14 0	56,554	23,019½	80,473½

1901 *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900*

Open mileage	Period	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings.	Total	Per mile of railway	Train mileage	
		No of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs. A P
162·24	12 days of January	25 942	22 291	2,12 288	17 745	113	40,089	24	18,088	2 2 4
162·24	Week ended 19th January	15 354	12 114	1,42,303	12 518	65	24 727	152	11 258	2 3 2
162·24	" " 26th "	14 964	11,367	1 60 116	12 518	68	23 042	148	11 098	2 2 6
162·24	" " 2nd February	16 003	13 806	1 66,825	12 441	67	26 314	162	10 881	2 6 8
162·24	" " 9th	17 258	16,458	1 63,894	13 910	65	31 763	183	11 061	2 8 10
162·24	" " 16th "	17 720	14,911	1 51 866	12 061	65	27 037	167	10 024	2 8 9
162·24	" " 23rd "	17,608	15 134	1 43 654	9 566	72	24,762	153	11 053	2 3 11
	Totals up to date	125 055	1 06 031	11 71 036	90 099	515	1,96 635	167	85 240	3 4 11

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded **1900**

Open mileage	Period	No of passengers	Rs	Mds.	Rs	Rs	Rs	Rs	No	Rate Rs. A. P
162·24	13 days of January	28,523	26,996	1 85,104	29 085	133	49 204	303	19,464	2 8 5
162·24	Week ended 20th January	14 207	10 685	78 419	11,791	44	22,524	139	9,672	2 5 3
162·24	" " 27th "	14,124	10 423	96,326	10 158	140	20 721	128	9 686	2 3 3
162·24	" " 3rd February	14 644	11,836	86 775	9 148	70	21 403	132	10 258	2 1 6
162·24	" " 10th "	16,260	13 157	1,10,365	12 308	42	25,507	158	10,939	2 5 5
162·24	" " 17th "	16,555	14,016	87 111	9 770	18	23,804	147	10 156	2 5 7
162·24	" " 24th "	16,090	13,017	79,348	12 258	62	25,337	156	10,290	2 7 4
	Totals up to date	121,053	1,00,220	7,32,448	87,892	536	1,88,608	146	80 474	2 5 6

SOUTH BEHAR RAILWAY

Approximate Return of Traffic for week ended 23rd February 1901, on 78 76 miles open.

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run.		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise.	Total
		Rs A. P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	12,408	5,826 9 0	68 042 20	4,626 4 0	48 0 0	10,500 13 0	1,821	857	2,678
Or per mile of railway		73 15 8		58 11 10	0 9 9	134 5 8		..	... ..
For previous 6½ weeks of half-year	67,889	31,583 14 0	3 39,978 10	23 935 2 0	291 0 0	55,810 0 0	12 179	6,781	18,960
Total for 7½ weeks	80,297	37,410 7 0	4 08 020 30	28 561 6 0	339 0 0	66,310 13 0	14,000	7,638	21,638
Comparison									
Total for corresponding week of previous year	12,335	6,296 6 5	45 451 10	3,954 5 0	23 13 0	10,274 8 5	1,518	708	2,226
Per mile of railway corresponding week of previous year		79 15 1		50 3 4	0 4 10	130 7 3		...	...
Total for corresponding 7½ weeks of previous year	87 742½	42 307 14 8	4 24 283 0	31,607 4 0	187 11 3	74 104 13 11	12,051	5,489	17,490

1901 — *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900*

Open mileage	Period	Coaching Traffic		Merchandise and Mineral traffic		Other earnings	Total	Per mile of railway	Train mileage	
		Number of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs A. P
78 76	19 days of January	16 080	7 868	74 131	5 321	75	12 951	164	4 768	2 11 6
78 76	Week ended 19th "	10 001	5,127	46 869	4 651	41	9 829	125	2 757	3 9 1
78 76	" " 26th "	9 188	4,483	54 394	3 515	42	8,038	102	2,756	2 14 7
78 76	" " 2nd Feb	9 801	4 416	52 013	3 138	43	7 597	96	2 9 8	2 6 10
78 76	" " 9th "	11 290	5 015	51 110	3 164	44	8,203	104	2,549	3 2 6
78 76	" " 16th "	11 479	5 001	62 714	4 118	44	9 401	117	3 108	2 15 4
78 76	" " 23rd	12,408	5 5"	68 043	4 626	48	10 501	133	2,678	3 14 9
	Totals up to date	80,297	37,411	4 08 021	28 561	339	66,311	100	21 638	3 1 0

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded — *1900.*

Open mileage	Period	Number of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No.	Rate Rs. A P.
78 76	13 days of January	19 313	9 003	94 726	6 901	51	16 154	205	4,134	3 14 6
78 76	Week ended 20th "	9 806	4 425	60,658	4 221	12	8 658	110	2 226	3 14 3
78 76	" 27th	10 125	4 975	67,093	4 588	21	9 584	122	2,293	4 4 11
78 76	3rd Feb	10 625	5 151	56 604	4 132	22	9 315	118	2,720	4 2 11
78 76	" 10th "	12 247	5 309	54 891	3 513	23	9 565	121	2 198	4 4 9
78 76	" 17th "	13 197	6 444	52,137	4,098	32	10 564	134	2 236	4 11 11
78 76	24th "	12 335	6 207	45 451	3 954	24	10 275	130	2,236	4 9 10
	Totals up to date	87 713	42,308	4 24,283	31 607	188	74,103	120	17 490	4 3 9

EASTERN BENGAL STATE RAILWAY

(Including N B, K-D, Dacca, and Assam Behar Sections)

Approximate Return of Traffic and Mileage for the week ended 2nd March 1901 on 853 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (including ferry)	Total earnings	Traffic Train miles run		
	No of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	*60 940	1,19 000 0 0	10,65 720 0	1,53 550 0 0	10 610 0 0	2 8.,760 0 0	36,120	38,340	74,460
Or per mile of railway	320	140 0 0	1,249 0	179 0 0	*1 0 0	*320 0 0			—
For previous 8 weeks of half year	1 /?? 10?	9 07,650 0 0	86 79 000 0	13,55,750 0 0	1 55,790 0 0	24 19 190 0 0	279,009	311,989	590,998
Total for 9 weeks	2 03 430	10 27,250 0 0	97 44 720 0	15,08,300 0 0	1,66 400 0 0	27,01 950 0 0	315,119	350,329	665,458
Comparison									
Total for corresponding week of previous year	279 9??	1 13 367 0 0	10,78 786 0	1 47,932 0 0	13 243 0 0	2,74 542 0 0	36 194	39,568	75,762
Per mile of railway corresponding week of previous year	336	136 0 0	2,696 0	178 0 0	2 0 0	316 0 0	...		—
Total to corresponding date of previous year	2 020 9?	9 72,206 0 0	10 485,847 0	15,22,814 0 0	2,09 405 0 0	27,04,425 0 0	319,781	362,123	681,904

* Excluding steamer earnings

DACCA STATE RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 2nd March 1901, on 86 miles open.

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run.		
	No of passengers	Coaching receipts	Weight carried.	Receipts.			Coaching	Merchandise.	Total.
		Rs A P	Mds s	Rs. A P	Rs A P	Rs A P			
Total traffic for the week ..	28,230	8,180 0 0	24,660 0	2,520 0 0	150 0 0	10,850 0 0	3,050	1,250	4,300
Or per mile of railway	328	95 0 0	287 0	29 0 0	2 0 0	126 0 0			
For previous 8 weeks of half year ..	209 600	67,310 0 0	4,19,460 0	40,760 0 0	1 380 0 0	1 09,450 0 0	22,180	17,612	39,792
Total for 9 weeks	237,830	75,490 0 0	4,44,120 0	43,280 0 0	1 530 0 0	1,20 300 0 0	25,230	18,862	44,092
Comparison									
Total for corresponding week of previous year	27,860	8 022 0 0	25 437 0	2 065 0 0	134 0 0	10 221 0 0	2,818	1,686	4,504
Per mile of railway corresponding week of previous year	324	93 0 0	296 0	24 0 0	2 0 0	119 0 0	..		..
Total to corresponding date of previous year ..	220 501	67,947 0 0	2,72 046 0	24,937 0 0	3 231 0 0	96,105 0 0	26,118	10,877	36,995

COOCH BEHAR STATE RAILWAY

Approximate Return of Traffic and Mileage for the week ended 2nd March 1901, on 33 73 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (including ferry)	Total earnings	Traffic Train miles run		
	No of passengers.	Coaching receipts.	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds s	Rs A P	Rs A P	Rs A. P			
Total traffic for the week	2 060	830 0 0	5,260 0	450 0 0	50 0 0	1,330 0 0	316	1,700	2,016
Or per mile of railway	61	25 0 0	156 0	13 0 0		*38 0 0			..
For previous 8 weeks of half year	12,810	5 400 0 0	80 020 0	5,930 0 0	320 0 0	11,650 0 0	2.600	10,205	12,805
Total for 9 weeks	14 870	6 230 0 0	85,280 0	6,380 0 0	370 0 0	12,980 0 0	2,916	11,905	14,821
Comparison									
Total for corresponding week of previous year	2,031	806 0 0	5,591 0	619 0 0	180 0 0	1 605 0 0	164	910	1,074
Per mile of railway corresponding week of previous year	61	24 0 0	169 0	19 0 0	1 0 0	44 0 0			..
Total to corresponding date of previous year ..	15,468	6,529 0 0	97 322 0	7 746 0 0	1 606 0 0	15 881 0 0	1,610	8,625	10,235

* Excluding coaching ferry

MYMENSINGH JAGANNATHGANJ RAILWAY

Approximate Return of Traffic and Mileage for the week ended 2nd March 1901, on 53 37 miles open

	Coaching Traffic.		Merchandise and Mineral Traffic		Other earnings.	Total earnings	Traffic Train miles run		
	No of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs A P	Mds. s	Rs A P	Rs. A P	Rs A P			
Total traffic for the week ..	8,730	2,270 0 0	5 470 0	380 0 0	10 0 0	2,660 0 0	1,100	700	1,800
Or per mile of railway	164	43 0 0	103 0	7 0 0		50 0 0			
For previous 8 weeks of half year	71,310	17,940 0 0	128,110 0	6,200 0 0	130 0 0	24,270 0 0	8,604	5,226	13,830
Total for 9 weeks	80,040	20,210 0 0	133,580 0	6,580 0 0	140 0 0	26,930 0 0	9 704	5,926	15,630
Comparison									
Total for corresponding week of previous year	8,685	2,151 0 0	16,237 0	732 0 0	14 0 0	2,897 0 0	1,050	434	1,484
Per mile of railway corresponding week of previous year	163	40 0 0	304 0	14 0 0		54 0 0		..	...
Total to corresponding date of previous year	74,270	18,739 0 0	198,225 0	11,614 0 0	131 0 0	30,484 0 0	9 011	5 879	14 890

BRAHMAPUTRA-SULTANPUR RAILWAY

Approximate Return of Traffic and Mileage for the week ended 2nd March 1901, on 59 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run		
	No of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs A P	Mds s.	Rs. A P	Rs A P	Rs A P			
Total traffic for the week	6,570	1,850 0 0	13,850 0	1,250 0 0	50 0 0	3 150 0 0	796	896	1,691
Or per mile of railway	111	31 0 0	235 0	21 0 0	1 0 0	53 0 0			
For previous 8 weeks of half year	47,700	13 920 0 0	133,600 0	12,580 0 0	280 0 0	26,780 0 0	8,155	5,979	14 134
Total for 9 weeks	54 270	15 770 0 0	147 450 0	13,830 0 0	330 0 0	29,930 0 0	8,951	6 874	15,825
COMPARISON									
Total for corresponding week of previous year	1,964	567 0 0	55,365 0	2,045 0 0	4 0 0	2 610 0 0	260	1,045	1,305
Per mile of railway corresponding week of previous year	60	23 0 0	2,260 0	83 0 0		106 0 0			
Total to corresponding date of previous year	21,308	6,448 0 0	298 085 0	10,595 0 0	78 0 0	17 121 0 0	1,624	9,489	11,113

BENGAL CENTRAL RAILWAY COMPANY, "LIMITED"

Approximate Return of Traffic and Mileage for the Week ended 23rd February 1901, on 139 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run*		
	Number of passengers	Coaching receipts.	Weight carried	Receipts.			Coaching	Merchandise	Total.
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	32,111	15 018 0 0	65 660 0	4 644 0 0	17 739 0 0	37,401 0 0	4,532	1 908	6,440
Or per mile of railway	247	116 0 0*	472 0	31 0 0	128 0 0	277 0 0			
For previous 7 weeks of half year	220,985	1,02,459 0 0	436,238 0	33,541 0 0	21 275 0 0	1,57 .75 0 0	30 616	18,446	49 062
Total for 8 weeks	253,096	1,17,477 0 0	501,898 0	38,185 0 0	39 014 0 0	1,94 676 0 0	35,148	20,354	55,502
COMPARISON									
Total for corresponding week of previous year	32,360	14,011 0 0	1,00,712 0	7 208 0 0	7,839 0 0	29,013 0 0	4,720	2,624	7 344
Per mile of railway corresponding week of previous year	249	107 0 0	725 0	52 0 0	56 0 0	215 0 0	..		
Total to corresponding date of previous year	264 047	1 09 085 0 0	643,705 0	40,768 0 0	19,032 0 0	1,78,592 0 0	37 449	21,312	58,761

* Coaching traffic calculated on 130 miles only

BENGAL AND NORTH-WESTERN RAILWAY

Approximate Return of Traffic for the week ending 2nd March 1901, on (a) 1,227 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated), including steam-boat	Total earnings	Traffic Train miles run		
	No of passengers	Receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs	Mds.	Rs	Rs	Rs			
Total traffic for the week on (a) 1,227 miles open	195 010	(b) 82,400	6,63,860	(c) 1,01,790	(b)16 910	(b) 2,01,100	31,945	(d)31,647	63,592
Or per mile of railway	158 93	67 16	541 04	82·96	13 78	163 90		.....	......
For previous 7½ weeks of half year (e)	1,186 030	5,04 257	5,348 461	7,48 778	1 25,551	13,78,588	238,820	221,962	460,282
Total for 8½ weeks	1 381,040	5,86,657	6,012,321	8,50,568	1,42,461	15,79 688	270,765	253,609	523,874
COMPARISON									
Total for corresponding week of previous year on 1 113 miles open	139 956	56 030	765,508	1,14 754	13,781	1,84,591	20,551	(f)36,018	62,564
Per mile of corresponding week of previous year	125 75	50 37	687 87	103 10	12 38	165 85		.	.. ..
Total to corresponding date of previous year	1 16.. 802	4,84,568	6,136,693	8,42,812	1,49,615	14,77,075	242 189	2,83,208	525,398

(a) The increase of 4 miles is due to the inclusion of Loop Line Hajipur Branch (3 31 miles) and actual mileage of Hajipur to Bachhwara R. K Extension (44 48 against 44 11) opened on 2nd November 1900 as explained in Statement No XIII of Revenue Accounts ending 31st December 1900

(b) Increase due to increased mileage and to Mela at Ajodhya.

(c) Decrease due to the traffic last year being abnormal

(d) Includes 2 598 miles of ballast trains run on open line

(e) „ audited figures up to week ending 19th January 1901.

(f) „ 4,978 miles of ballast trains run on open line.

SEGOWLIE-RAKSAUL BRANCH RAILWAY.

(WORKED BY THE B. & N.-W RAILWAY)

Approximate Return of Traffic for week ending 2nd March 1901, on 18 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train-miles run.		
	Passengers carried.	Receipts.	Weight carried	Receipts			Coaching	Merchandise.	Total.
	No.	Rs	Mds	Rs	Rs	Rs			
Total traffic for the period on 18 miles open ..	1,340	249	13,337	208	4	521	370	134	504
Or per mile of railway	74 44	13 83	740 94	14 89	0·23	28·94	...	...	...
For previous 7½ weeks of half year (a) ..	13,494	2,612	94,065	3,071	354	6 037	2 558	862	3,420
Total for 8½ weeks	14 834	2,861	107 402	3,13)	358	6,558	2,928	996	3,924
COMPARISON									
Total for corresponding week of previous year on 18 miles open	1,054	328	10,988	395	10	733	160	92	252
Per mile of corresponding week of previous year	103 56	18 30	610 44	21·97	0 56	40·73	... ...	..	
Total to corresponding date of previous year ...	12,363	2 331	76,981	2,323	69	4,039	1,410	822	2,232

(a) Includes audited figures up to week ending 19th January 1901

SEGOWLIE RAKSAUL BRANCH RAILWAY

(WORKED BY THE B & N W RAILWAY)

Audited Return of Traffic for week ending 19th January 1901, on 18 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run		
	Passengers carried	Receipts	Weight carried	Receipts			Coaching	Merchandise.	Total.
	No	Rs A P	Mds.	Rs A P	Rs A P	Rs A P			
Total traffic for the week on 18 miles open	1 862	306 0 1	9,023	122 7 11	70 8 0	699 0 2	333	135	468
Or per mile of railway	103 41	17 0 0	501 28	17 11 8	3 14 8	38 13 4			...
For previous 1½ weeks of half year	3 ⅕ 7	637 10 6	19 925	417 10 7	138 10 0	1 260 15 8	302	130	432
Total for 2½ weeks	5 119	93) 10 11	28 848	8.0 2 6	209 2 0	1,968 15 6	63.	265	900
COMPARISON									
Total for corresponding week of previous year on 18 miles open	1 372	250 2 7	7,507	2) 14 0	16 3 0	470 3 7	173	79	252
Per mile of corresponding week of previous year	76 22	13 14 4	422 06	11 10 7	0 14 5	26 7 4		... ..	... ..
Total to corresponding date of previous year	3 639	07 11 0	26,142	670 7 0	30 8 0	1,408 14 0	470	250	72

DARJEELING-HIMALAYAN RAILWAY COMPANY, LIMITED

	Rs	A	P
Approximate earnings for the week ending 2nd March 1901	10 953	0	0
Audited earnings for the corresponding period of 1900 ..	13,682	0	0
Decrease	2 729	0	0
Receipts per mile for the week ending 2nd March 1901	214	12	3
Ditto for the corresponding period of 1900	268	4	5
Decrease	53	8	2
Receipts from 1st January to 2nd March 1901	88,391	0	0
Ditto for the corresponding period of 1900	1,11,347	0	0
Decrease	22,956	0	0

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OFFICIAL PAPERS.

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WEATHER AND CROP REPORT

For the week ending the 18th March 1901.

Burdwan.—No rain. Weather seasonable. Pressing of sugarcane going on. *Rabi* doing well. Fodder and water sufficient. Common rice sells as follows:—

	Srs.	
Sadar	1?	per rupee
Kalna	10$\frac{?}{8}$	
Katwa	10$\frac{?}{8}$	
Raniganj	12½	

Birbhum.—No rain. Weather seasonable. Pressing of sugarcane going on. Harvesting of *rabi* crops continues. Price of rice at Sadar 12 seers and at Rampur Hât 13½ seers per rupee. Fodder sufficient.

Bankura.—No rain. Weather fair and seasonable. Pressing of sugarcane and harvesting of *rabi* continues. Sporadic cases of cow-pox reported. Fodder dear. Price of common rice at Bankura 12½ seers and at Vishnupur 12 seers per rupee.

Midnapore.—No rain. *Rabi* being harvested and sugarcane pressed. Common rice sells as follows:—

	Srs.	
Sadar	13	per rupee
Contai	13	
Tamluk	11	
Ghatal	12½	

Hooghly.—No rain. Pressing of sugarcane continues. Prospect of standing crops good. Common rice sells at 10 seers 7 chitaks per rupee.

Howrah.—No rain. Weather seasonable. Condition of *rabi* crops fair. Fodder and water sufficient. Common rice sells at 10 seers per rupee.

24-Parganas.—No rain Weather seasonable Harvesting of *rabi* crops over. Transplantation of *boro* in Barasat subdivision is in progress Cattle-disease in Basirhat Fodder and water sufficient Common rice sells as follows.—

	Srs.	Ch	
Sadar	10	5	per rupee
Barasat	10	0	
Basirhat .	10	0	
Diamond Harbour	10	8	

Nadia.—No rain Weather seasonable Harvesting of *rabi* nearly finished Lands being cultivated for *aus*. Fodder and water sufficient except in Chuadanga Common rice sells as follows —

	Srs	Ch.	
Sadar	. Return not received		
Kushtia	12	0	per rupee
Meherpur	11	8	
Chuadanga . .	11	12	
Ranaghat	10	0	

Murshidabad—No rain Weather seasonable *Rabi* crops are being harvested Cattle-disease reported from Nabagram thana of Lalbagh subdivision Fodder and water sufficient Common rice sells as follows —

	Srs	
Sadar	13	per rupee.
Jangipur . ..	13½	
Kandi	14	
Lalbagh . .	12½	

Jessore—No rain Weather seasonable Prospects of the crops good Linseed and barley being harvested Harvesting of sugarcane going on Rain wanted for ploughing lands Fodder and water sufficient Common rice sells as follows —

	Srs	
Sadar . .	11	per rupee.
Jhenida	10¾	
Magura	10½	
Narail	10	
Bangaon	$12\frac{5}{16}$	

Khulna.—Rainfall nil. Weather getting hot Cultivation of early rice commenced Prospects of *boro* fair Fodder and water sufficient Common rice sells as follows —

	Srs	
Sadar	12	per rupee
Bagerhat	9¾	
Satkhira ..	10	

Rajshahi—Weather seasonable Prospects of standing crops fair. Sowing of jute and *bhadoi* going on Condition of cattle good Fodder and water ample Common rice selling at 13½ seers a rupee

Dinajpur.—Rainfall nil Weather seasonable No cattle-disease Fodder and drinking water plentiful Rice 14 seers a rupee in Dinajpur town and 13½ seers at Thakurgaon

Jalpaiguri—Rainfall nil Weather seasonable Harvesting of tobacco going on Fields for *bhadoi* and jute are being prepared Price of common rice 12 seers per rupee Fodder and water sufficient

Darjeeling—Rainfall nil Weather seasonable. *Hills*—*tori*, *phapor*, wheat, barley, potatoes progressing *Terai*—harvesting of tobacco, mustard, sugarcane proceeding Common rice sells as follows —

	Srs	
Hills	9	per rupee
Terai	13	

Bhutta sells at Darjeeling 19 seers and at Kalimpong 20 seers per rupee

Rangpur—Rainfall nil Weather seasonable Sowing of *aus* and jute going on Water and fodder sufficient. Price of common rice stationary.

Bogra—No rain Cultivation for *aus* and jute going on Rain wanted Fodder and water sufficient Common rice sells at 13 seers per rupee

Pabna.—No rain Weather seasonable Prospect of crops good Lands being prepared for paddy and jute Prices unchanged Water and fodder sufficient

Dacca.—Report not received.

Mymensingh.—Rainfall at Kishoreganj 0·06. Weather seasonable. *Boro* crop in need of rain. Rain wanted for ploughing. Common rice sells as follows:—

	Srs	
Sadar	10	per rupee
Jamalpur	10	
Kishoreganj	9½	
Tangail	10¼	
Netrakona	8 15/16	

Faridpur.—Rainfall at Sadar nil, Goalundo 0·67, Madaripur nil. Weather seasonable. State and prospects of crops good, but rain is urgently wanted. Cattle-diseases prevail in the Katwali thana. Rice sells at 11½ seers per rupee.

Backergunge.—Rainfall nil. Weather seasonable. Prospects of crops good. Fodder and water sufficient. No cattle-disease reported. Common rice sells at 11¼ seers (new *aman*) per rupee.

Tippera.—Rainfall nil. Weather hot. Standing crops suffering for want of rain. Fodder available. Water scarcity apprehended at and cattle-disease reported from Brahmanbaria and Nabinagar thanas. Common rice sells at 11 seers per rupee.

Noakhali.—No rain. Weather hot. Rain wanted. Prospects of standing crops good in Feni and fair in Sudar. Cattle-disease reported from Lakhmipur. Fodder and water sufficient. Prices stationary.

Chittagong.—No rain for nearly six months. Water and fodder becoming scarce. Cattle-disease reported from several places. Rice selling at 12½ seers.

Patna.—Rainfall nil. *Rabi* crops partially damaged by insects. Harvesting of *rabi* and lancing of poppy continue. Pressing of sugarcane finished. Fodder and water for cattle sufficient. Common rice sells at 14 seers per rupee in Patna town.

Gaya.—Rainfall nil. Harvesting of *rabi* and lancing of poppy continue. Common rice selling at 12 seers per rupee.

Shahabad.—No rain. Weather seasonable. Harvesting of *rabi* is going on. Pressing of sugarcane is in progress. Fodder and water sufficient. Rice 12 seers a rupee at Sadar.

Saran.—Rainfall at Siwan 0·18, Gopalganj 0·38. Weather seasonable. Prospects of crops good. Harvesting of *rabi* going on. Fodder and water sufficient. Common rice 13 seers 9 chitaks and maize 22½ seers per rupee.

Champaran.—Rainfall nil. Weather seasonable. Harvesting of *rabi* continues. Prospects good. Fields being prepared for *bhadoi* crops. Fodder and water sufficient. Prices of common rice and maize at Sadar are 14½ and 23 seers per rupee, respectively.

Muzaffarpur.—Rainfall nil. Prospects good. Harvesting of *rabi* crops begun in places. Prices of wheat risen very high. Prices are—Common rice 13 seers, wheat 8 seers, barley 20 seers, maize 23 seers, gram 13 seers, *arhar* 12 seers per rupee.

Darbhanga.—Rainfall nil. Harvesting of *rabi* commenced. Fodder and water sufficient. No cattle-disease reported. Common rice sells as follows:—

	Srs	Ch.	
Sadar	15	6	per rupee
Samastipur	15	0	
Madhubani	15	9	

Monghyr.—Rainfall at Monghyr nil, Begusarai 0·32, Jamui nil. Weather seasonable. Harvesting of *rabi* commenced in places. Sugarcane pressing and poppy lancing finished. Common rice sells as follows:—

	Srs	
Sadar	13	per rupee
Begusarai	13	
Jamui	12	

Bhagalpur.—Rainfall at Bhagalpur nil, Madhipura 0·36, Supaul 0·36. Weather seasonable. Standing crops doing well. Cattle-disease only in Supaul. Water and fodder sufficient. Prices stationary.

Purnea.—Rainfall at Sadar nil, Kishanganj 0·85, Araria 0·47. Weather seasonable. Standing crops doing well. Harvesting of tobacco going on. Lands are being prepared for next *bhadoi* and jute crops. No cattle disease. Fodder and water sufficient. Common rice sells as follows:—

	Srs.	
Sadar	13	per rupee
Kishanganj	13	
Araria	16	

Malda.—Rainfall nil Weather—mornings cool, days hot. Standing *rabi* crops are ripening and are being gathered in some places. Lands are being prepared for *bhadoi* paddy Transplantation of *boro* going on Cattle disease reported from thanas Gazole and Tulsihatta Price of rice stationary Fodder and water sufficient

Sonthal Parganas.—Average rainfall 0 43 Weather warmer Prospects of *rabi* continue favourable Fodder and water-supply sufficient Cattle-disease in Pakaur Rice sells at 14 and maize 20 seers a rupee

Cuttack.—Rainfall nil Weather seasonable *Dalua*, tobacco and *rabi* being harvested Sugarcane pressed Condition of cattle generally good Fodder and water sufficient Common rice sells as follows —

	Srs	Ch	
Sadar	13	12	per rupee
Jajpur	15	12	
Kendrapara	15	12	
Banki	14	13	

Balasore.—Rainfall nil Harvesting of *kandha*, *sarad*, and *rabi* continues *Dalua* being reaped Sugarcane pressing in progress Ploughing continues Rice sells at 15⅜, 13½ and 17 seers per rupee in interior, Balasore, and Bhadrak, respectively Fodder and water sufficient

Angul.—Rainfall at Sadar nil, Bissipara ·11, Tikerpara ·51, Chhindipada 1 70 Weather seasonable Common rice selling at 20 and 12 seers per rupee in Angul and Khondmals respectively Cattle-disease reported from the interior of Angul Fodder and water ample

Puri.—Rainfall nil Weather seasonable Ploughing continues *Dalua* paddy ripening *Mung* and other miscellaneous crops doing well Fodder and water sufficient No cattle-disease reported Rice sells as follows —

	Srs	Ch	
Sadar	12	7	per rupee.
Khurda	15	0	
In interior of district	16	5	

Hazaribagh.—Rainfall nil Weather seasonable Fodder and water sufficient No cattle-disease reported Opium collections progressing satisfactorily Common rice sells at Sadar 12 seer and at Giridih 12½ seers per rupee

Ranchi.—Rainfall nil Weather seasonable Ploughing continues Average price of common rice is 15½ seers per rupee Cattle-disease reported from the Ranchi police-station Fodder and water sufficient

Palamau.—No rain Weather seasonable Sugarcane and *rabi* which were not damaged by insects are still doing well Fodder and water sufficient Rice selling at Sadar 10 seers 2 chitaks

Manbhum.—Rainfall nil Weather seasonable Prospects of crops on ground good Fodder and water sufficient Cattle-disease not reported Average price of common rice at Sadar 13 seers 8 chitaks and at Gobindpur 12 seers per rupee Supply sufficient

Singhbhum.—Rainfall nil Average price of rice is 15 seers 13 chitaks in the district.

General Summary.—There were slight local showers during the week in Mymensingh, Faridpur, Saran, Bhagalpur, Purnea, Sonthal Parganas and Angul More rain is wanted in Mymensingh and Faridpur It is also needed in Jessore, Bogra, Tippera, Noakhali and Chittagong Harvesting of *rabi* and pressing of sugarcane continue Lancing of poppy and transplantation of spring rice going on Lands are being prepared for the next *bhadoi* and jute crops Prospects generally good Fodder and water sufficient except in Chittagong and in Chuadanga subdivision of the Nadia district Fodder is dear in Bankura and scarcity of water is apprehended in Tippera Cases of cattle-disease reported from 10 districts The price of common rice has risen in 18 districts, fallen in 7 and is stationary in the rest

By order of the Lieutenant-Governor of Bengal,

F. A. SLACKE,

Secretary to the Govt. of Bengal.

REVENUE DEPARTMENT,

The 19th March 1901

PRICES-CURRENT (*RETAIL*) OF FOOD GRAINS AND SALT

IN THE

HEAD-QUARTERS STATION BAZARS OF THE DISTRICTS OF BENGAL DURING THE FORTNIGHT ENDING THE 15TH MARCH 1901.

PRICES-CURRENT (retail) of Food-grains and Salt in the Head

Division	Number	DISTRICTS	QUANTITIES PER RUPEE IN											
			WHEAT			BARLEY			RICE, COMMON			JOWAR OR CHOLUM (*Sorghum Vulgare*)		
			Present return	Next preceding return	Corresponding return of last year	Present return	Next preceding return	Corresponding return of last year	Present return	Next preceding return	Corresponding return of last year	Present return	Next preceding return	Corresponding return of last year
		BENGAL.	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch
BURDWAN DIVISION	1	Burdwan	12 8	12 8	13 0				12 0	12 0	15 0			
	2	Birbhum	12 0	12 0	12 0				12 12	12 0	13 8			
	3	Bankura	10 0	8 0	11 0				12 8	12 8	15 0			
	4	Midnapore	9 0	8 0	10 0				13 8	12 0	13 8			
	5	Hooghly	10 0	10 0	11 9				9 8	9 8	12 0			
	6	Howrah							10 8	10 8	Old 13 0, New 15 12			
PRESIDENCY DIVISION	7	24 Parganas							10 9	10 0	13 8			
	8	Calcutta	9 10	8 11	10 10	16 0	16 0	4 8	9 10	10 0	12 4	17 12	16 0	11 6
	9	Nadia	12 6	10 10	14 9				11 7	11 7	13 0			
	10	Murshidabad	12 8	9 0	13 8	20 0	20 0	27 0	12 12	12 8	14 8			
	11	Jessore	8 0	8 0	10 4	10 0	10 0	13 4	12 8	11 8	15 0			
	12	Khulna							11 0	11 8	16 0			
RAJSHAHI DIVISION	13	Rajshahi	14 4	12 0	15 0	24 0	24 0	20 10	12 0	12 12	15 0			
	14	Dinajpur	9 12	10 10 1	9 9½			12 8	13 8	14 0 2	15 0			
	15	Jalpaiguri	8 0	8 8	11 0				12 8	12 8	17 0			
	16	Darjeeling	7 0	7 0	7 0	8 0	8 0	8 0	11 0	10 8	12 0			
	17	Rangpur	9 0	9 0	9 0				10 1	New 10 0	11 0			
	18	Bogra	9 15	9 15	7 8				12 0	12 12	17 4			
	19	Pabna	13 8	13 8	16 2	22 8	20 0	35 0	12 0	11 4	15 0			
DACCA DIVISION	20	Dacca	10 0	10 0	10 8	16 0	16 0	32 0	10 8	11 0	17 0			
	21	Mymensingh	9 0	9 0	10 0	11 0	12 0		9 8	10 0	16 0			
	22	Faridpur	10 0	10 0	16 0	12 0	12 0	32 0	11 0	10 8	13 8			
	23	Backergunge							10 8	11 4	15 0			

A In the subdivisions the retail prices of salt per rupee are —Kalna 10 seers 10 chitaks (panga) and 12 seers (karkatch), Katwa 11 seers 12 chitaks (karkatch), Raniganj 10 seers 8 chitaks (panga).
B At Rampur Hat the retail price of salt is 11 seers per rupee.
C At Vishnupur the retail price of salt is 9¼ seers per rupee.
D In the subdivisions the retail prices of salt per rupee are —Contai 9¼ seers, Tamluk 10¼ seers, Ghatal 11 seers.
E In the subdivisions the retail prices of salt per rupee are —Serampore return not received, Arambagh 10 seers 11 chitaks.
F At Uluberia the retail price of salt is 10 seers 10 chitaks per rupee.
G. In the marts in the interior of the district the retail prices of salt per rupee are —Chetla 10 seers 9 chitaks, Barasat 11 seers, Baduria 10 seers 12 chitaks, Moraghat 9 seers 2 chitaks.
H In the subdivisions the retail prices of salt per rupee are —Kushtia 10 seers (panga), Chuadanga 10 seers (panga), Meherpur 0 seers (karkatch), Ranaghat 11¾ seers (crushed).
I In the subdivisions the retail prices of salt per rupee are —Lalbagh 10¾ seers, Kandi 10½ seers Jangipur return not received.
J In the subdivisions the retail prices of salt per rupee are —Jhenida 10¼ seers, Magura 9¾ seers, Narail 10 seers, Bangaon 10 seers 10 chitaks.

quarters Station Bazars of the Districts of Bengal on the 15th March 1901.

Indian-corn or Maize (Zea mays) Present return	Next preceding return	Corresponding return of last year	Arhar or Thur, Cadjan Pea (Cajanus Indicus) Present return	Next preceding return	Corresponding return of last year	Salt Present return	Next preceding return	Corresponding return of last year	Wholesale prices per maund of 40 seers — Salt Present return	Next preceding return	Corresponding return of last year	Districts	Number	Division
S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	Rs A P	Rs A P	Rs A P	BENGAL		
			7 8	7 8	16 0	A 10 0	11 8	11 14	Crushed 3 12 0	3 5 6	3 6 0	Burdwan	1	Burdwan Division
			8 0	8 0	9 0	B 10 8	10 8	10 8	3 10 6	3 10 6	3 10 6	Birbhum	2	
	..		9 0	9 0	11 4	C 10 8	10 0	10 0	Panga 3 12 0	3 10 0	4 0 0	Bankura	3	
...	..		8 0	8 0	10 0	D 10 8	11 0	11 0	Panga 3 10 0	3 9 0 / 3 10 0	3 8 0	Midnapore	4	
			7 8	7 8	8 0	E 10 0	10 0	10 0	3 12 0	3 12 0	3 12 0	Hooghly	5	
			7 4	7 4	10 8	F 10 8	10 8	10 8	3 8 0	3 8 0	3 8 0	Howrah	6	
			7 8	7 12	11 8	G 10 10	10 8	10 12	Panga 3 9 0	3 9 0	3 6 0	24 Parganas	7	Presidency Division
20 0	16 0	11 6	7 10	7 10	10 0	11 0	11 0	11 0	Panga 3 6 0	3 6 0	3 5 0	Calcutta	8	
			8 14	8 6	10 10	H 11 10	11 11	12 1	Panga 3 7 0	3 6 0	3 5 0	Nadia	9	
			8 0	8 8	12 0	I 10 8	10 8	11 8	Karkatch 3 6 0	3 8 0	3 6 0	Murshidabad	10	
	..		11 8	10 10	16 4	J 9 8	9 8	10 6	Panga 3 11 0	3 11 0	3 12 0	Jessore	11	
..			9 0	9 0	10 0	K 10 0	10 0	10 0	Panga 3 1[illegible] 0	3 12 0	3 12 0	Khulna	12	
			15 0	15 0	18 0	L 9 12	9 12	9 12	Panga 3 1[illegible] 0	3 12 0	3 13 4	Rajshahi	13	Rajshahi Division
.			13 0	9 9½	9 9	M 10 12	10 12	10 0	Panga 3 11 0	3 11 0	4 0 0	Dinajpur	14	
			9 0	9 0	10 8	N 10 0	10 0	10 0	Panga 3 13 0	3 13 0	3 11 0	Jalpaiguri	15	
20 0	20 0	14 0	6 8	6 8	6 8	O 8 8 / 8 8	8 8 / 8 8	8 8 / 8 8	Rori 4 8 0 / Panga [illegible] 9 0	[illegible] / [illegible]	4 12 0 / 4 12 0	Darjeeling	16	
12 8	12 8	17 8	7 0	7 0	8 8	P 8 0	8 8	9 0	Panga 4 0 0	4 0 0	4 0 0	Rangpur	17	
			12 0	12 0	9 12	9 12	9 12	10 2	Panga 4 2 8	[illegible] 8	3 13 4	Bogra	18	
..			8 4	8 4	9 12	Q 9 12	9 12	9 12	Panga 3 13 0	3 1[illegible] 0	3 11 0	Pabna	19	
...	...		8 0	8 0	10 8	R 10 0	10 0	10 0	Panga 3 12 0	3 12 0	3 8 0	Dacca	20	Dacca Division
.	..		8 0	7 0	8 0	S 11 8	10 4	9 8	Panga 3 13 0	3 13 [illegible]	4 0 0	Mymensingh	21	
...		...	10 0	10 0	8 0	T 10 0	10 0	10 0	Panga 3 12 0	3 12 0	4 0 0	Faridpur	22	
..	..	..				U 10 0	10 0	10 0	Panga 3 10 0	3 10 0	3 10 0	Backergunge	23	

K In the subdivisions the retail prices of salt per rupee are —Bagerhat 9 seers Satkhira 11 seers.
L In the subdivisions the retail prices of salt per rupee are —Natore 10 seers Naugaon 9 seers 10 chitaks.
M. No report from subdivision
N. In the Alipur Duars the retail price of salt per rupee is 8 seers.
O The retail prices of salt (panga) at Kurseong and Siliguri are 8 and 10 seers per rupee respectively
P. In the subdivisions the retail prices of salt per rupee are —Gaibandha 10 seers Kurigram 9 seer Nilphamari 10 seers
Q. At Sirajganj the retail price of salt is 11¾ seers per rupee
R. In the marts in the interior of the district the retail prices of salt per rupee are —Madanganj 10½ seers Manikganj 9 seers, Mirkadim 10 seers 10 chitaks
S. In the subdivisions the retail prices of salt per rupee are —Kishoreganj 9 seers 14 chitaks, Jamalpur 9 seers 7 chitaks; Tangail (Kagmari) 8 seers, Netrokona 9 seers
T. In the subdivisions the retail prices of salt per rupee are —Goalundo 10 seers Madaripur 10½ seers (crushed)
U. In the subdivisions the retail prices of salt per rupee are :—Pirojpur 8 seers Patuakhali 9 seers, Bhola 9 seers

PRICES-CURRENT (retail) of Food-grains and Salt in the Head-quarters

QUANTITIES PER RUPEE IN

Number	DISTRICTS.	WHEAT: Present return	WHEAT: Next preceding return	WHEAT: Corresponding return of last year	BARLEY: Present return	BARLEY: Next preceding return	BARLEY: Corresponding return of last year	RICE, COMMON: Present return	RICE, COMMON: Next preceding return	RICE, COMMON: Corresponding return of last year	JOWAR OR CHOLUM (*Sorghum Vulgare*): Present return	JOWAR OR CHOLUM: Next preceding return	JOWAR OR CHOLUM: Corresponding return of last year
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
BENGAL—*concluded*													
CHITTAGONG DIVISION													
24	Tippera		..				...	10 0	10 0	15 3	..		.
25	Noakhali							11 0	11 0	16 0			
26	Chittagong							11 6	11 6	15 0	.		...
BIHAR													
PATNA DIVISION													
27	Patna	11 0	10 0	14 0	24 0	22 0	19 0	14 8	14 8	16 0	18 0	19 0	16 0
28	Gaya	10 0	10 0	13 0	21 4	22 0	19 0	11 8	11 8	13 0	15 8	16 0	13 8
29	Shahabad	7 8	8 0	11 0 & 13 0	14 0	13 0	16 0	10 8	13 0	12 8 & 13 8			
30	Saran	9 0	11 0	10 8	25 0	20 0	19 0	14 0	14 0	13 0			.
31	Champaran	10 0	10 4	11 0	19 0	19 8	21 0	14 8	14 8	12 8		..	..
32	Muzaffarpur	8 0	9 0	11 9	20 0	20 0	16 8	13 0	13 0	13 2			
33	Darbhanga	11 0	11 0	13 3	22 0	26 7	16 8	15 6	14 8	14 8			..
BHAGALPUR DIVISION													
34	Monghyr	11 8	10 0	12 4	21 0	22 12	16 8	12 9	13 10	12 12			...
35	Bhagalpur	9 2	9 8	13 4	22 8	21 8	18 0	13 12	13 14	13 14			—
36	Purnea	14 0	16 0	13 0				14 0	14 0	15 0			...
37	Malda	11 0						13 0	13 8	15 0			..
38	Sonthal Parganas	9 0	9 0	9 8	14 0	13 8	15 0	14 0	14 0	15 0			.
ORISSA													
ORISSA DIVISION													
39	Cuttack	9 3	9 3	11 2			.	13 12	13 12	15 1			...
40	Balasore	14 0	8 0	13 0	11 0	11 0	11 0	13 8	13 8	15 0	...	...	...
41	Puri	7 14	10 8	10 8				Old 11 13, New 12 7	Old 11 13, New 13 12	14 7	—	..	...
CHOTA NAGPUR													
CHOTA NAGPUR DIVISION													
42	Hazaribagh	8 0	8 8	11 0	14 0	16 0	16 0	12 8	13 0	12 8	..	...	..
43	Ranchi	6 4 to 8 0	6 8 to 8 0	7 8 to 11 0	12 0	12 0	11 0	14 0	15 4	10 6		...	..
44	Palamau	7 14	6 12	10 2	15 12	16 14	15 12	10 2	10 2	10 11		..	...
45	Manbhum	9 4	10 8	10 0	20 0	16 0	11 0	13 0	13 0	15 0	...	16 0	
46	Singhbhum	8 0	10 0	12 0		..		15 0	15 0	13 0		..	

v In the subdivisions the retail prices of salt per rupee are —Chandpur 9 seers, Brahmanbaria 10 seers.
w At Feni Hat the retail price of salt is 9 seers per rupee
x At Cox's Bazar the retail price of salt is 8¼ seers per rupee
y In the subdivisions the retail prices of salt per rupee are —Barh 10½ seers, Dinapore 10½ seers Bihar 9½ seers
z In the subdivisions the retail prices of salt per rupee are —Jahanabad return not received, Nawada 10 seers, Aurangabad return not received
a At subdivisions the retail prices of salt per rupee are —Buxar return not received, Bhabua 10 seers, Sasaram 10½ seers
b. In the subdivisions the retail prices of salt per rupee are —Siwan 11 seers 13 chitaks, Gopalganj (Mirganj) 12 seers 1 chitak
At Bettiah the retail price of salt is 10 seers per rupee
d In the subdivisions the retail prices of salt per rupee are —Hajipur 10 seers 4 chitaks, Sitamarhi 11 seers.
e. In the subdivisions the retail prices of salt per rupee are —Samastipur 10 seers, Madhubani return not received.

CALCUTTA,
The 19th March 1901.

Station Bazars of the Districts of Bengal on the 15th March 1901—(concluded).

Indian-corn or Maize (Zea mays): Present return	Next preceding return	Corresponding return of last year	Arhar or Thur, Cadjan Pea (Cajanus indicus): Present return	Next preceding return	Corresponding return of last year	Salt: Present return	Next preceding return	Corresponding return of last year	Wholesale prices per maund of 40 seers, Salt: Present return	Next preceding return	Corresponding return of last year	Districts	Number
S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	Rs. A. P.	Rs. A. P.	Rs. A. P.	BENGAL—concluded.	
						10 0 v	10 0	10 0	Panga. 3 11 0	[illegible] 12 0	[illegible] 12 0	Tippera	24
						9 0 w	9 0	10 0	Panga 4 8 0	4 5 0	4 0 0	Noakhali	25
			8 0	8 0	8 0	10 5 x	10 5	10 4	Panga 3 14 0	3 11 0	3 10 0	Chittagong	26
												BIHAR	
23 0	21 0	1[illegible] 0	9 0	9 0	1[illegible] 0	11 4 y	10 0	11 0	Panga 3 10 6	[illegible] 10 0	3 7 0	Patna	27
17 [illegible]	18 0		[illegible]	9 0	12 0	10 10 z	10 5	10 0	3 12 0	[illegible] 11 0	[illegible] 13 0	Gaya	28
	20 0		7 0	8 0	11 8 & 1 0	10 [illegible]	[illegible] 0	11 0	4 0 0	4 0 0	3 10 3	Shahabad	29
2[illegible] 0	21 0	11 8	[illegible] 0	7 0	1[illegible] 0	10 0	10 0	10 8	4 0 0	4 0 0	3 11 6	Saran	30
[illegible] 0	[illegible]	1[illegible] 8	7 1	[illegible] 8	11 8	10 0	10 0	10 8	4 0 0	[illegible] 0 6	3 13 0	Champaran	31
[illegible]	[illegible] 0	11 [illegible]	7 0	[illegible]	11 [illegible]	10 0 d	10 0	11 [illegible]	Panga [illegible] 9 0	[illegible] 0	3 3 0	Muzaffarpur	32
2[illegible] 1	[illegible]	16	7 11	7 11	12 1	11 0 e	[illegible] 0	11 [illegible]	3 5 0	3 1[illegible] 0	[illegible] 11 0	Darbhanga	33
20 0	18 14		12 [illegible]	11 0	12 8	10 8 f	10 [illegible]	10 [illegible]	3 8 [illegible]	[illegible] 6	3 7 0	Monghyr	34
16 4	16 [illegible]	1[illegible] 1[illegible]	7 14	7 10	11 [illegible]	10 0 g	10 4	10 0	Panga 3 1[illegible] 0	[illegible] 11 0	[illegible] 12 0	Bhagalpur	35
			8 0	8 0	10 0	10 8 h	10 8	10 8	Panga 3 12 0	[illegible]	[illegible] 12 0	Purnea	36
			9 0	9 0	[illegible] 0	10 0 i / 10 0	10 0 / 10 0	10 0 / 10 0	Panga 3 14 [illegible] / Karkatch [illegible]	[illegible] 14 0 / [illegible] 11 [illegible]	[illegible] 0 / [illegible] 14 0	Malda	37
16 0	19 0	1[illegible] 0	11 0	[illegible] 0	15 [illegible]	10 0 j	10 0	10 [illegible]	Cutchi [illegible] 12 0	[illegible] 1 0	[illegible] 10 0	Sonthal Parganas	38
												ORISSA	
			12 7	12 7	16 0	1[illegible] 0 k	[illegible] 0	10 [illegible]	Karkatch 2 3 0	[illegible] 0 0	[illegible] 0 0	Cuttack	39
			6 8	6 6	10 0	10 8 l	10 8	11 0	3 11 6	[illegible]	[illegible] 8 0	Balasore	40
			7	7 [illegible]	10 4	1[illegible] 4 m	[illegible] 8	11 0	Karkatch 3 0 0	[illegible] 0	[illegible] 0 0	Puri	4[illegible]
												CHOTA NAGPUR	
18 0	18 0	14 0	7 0	6 1[illegible]	9 [illegible]	9 0	9 0	[illegible] 0	4 6 0	4 5 0	4 [illegible] 0	Hazaribagh	4[illegible]
20 0	2[illegible] 0		8 0	7 0 / 4 [illegible] / 8 0	8 0	[illegible] 8	9 8	9 [illegible]	Panga 4 1 0	[illegible]	4 2 [illegible]	Ranchi	4[illegible]
12 6	13 8	12 6	12 0	1[illegible] 6	12 [illegible]	9 9	9 12	9 0				Palamau	4[illegible]
18 0	20 0		8 8	9 0	10 0	1[illegible] 0 n	10 0	10 8	Panga [illegible] 13 0	[illegible] 11 0	[illegible] 12 0	Manbhum	4[illegible]
	14 0	19 0	8 0	8 0	10 0	9 0	9 0	10 [illegible]	3 8 0	[illegible] 8 0	4 0 0	Singhbhum	4[illegible]

Divisions: Chittagong Division (24–26); Patna Division (27–33); Bhagalpur Division (34–38); Orissa Division (39–41); Chota Nagpur Division (42–46).

f In the subdivisions the retail prices of salt per rupee are —B[illegible] [illegible] [illegible] Jamui 10½ seers
g In the subdivisions the retail prices of salt per rupee are —Banka [illegible] seers, Madhipura 9 seers, Supaul return not received
h In the subdivisions the retail prices of salt per rupee are —Kishanganj and Araria 9 seers
i At Nawabganj the retail price of salt (panga and karkatch) is 10 seers per rupee
j In the subdivisions the retail prices of salt per rupee are —Deoghur 10½ seers (panga), Godda 10 seers ([illegible]), Jamtara 11 seers ([illegible]), Pakaur 11 seers (karkatch), [illegible] 11 seers (karkatch)
k In the subdivisions the retail prices of salt per rupee are —Jajpur 10½ seers (panga), Kendrapara 10 seers (panga)
l At Bhadrak the retail price of salt is 10½ seers per rupee
m At Khurda the retail price of salt is 12 seers per rupee
n At Gobindpur the retail price of salt is 10 seers 10 chittaks per rupee.

Published for general information.

F. A. SLACKE,
Secretary to the Govt. of Bengal.

PRICES-CURRENT (*wholesale*) of Food-grains, Firewood, &c.

Number	Marts	Rice (best sort): Present return	Rice (best sort): Next preceding return	Rice (best sort): Corresponding return of last year	Common rice (*mota chaul*): Present return	Common rice (*mota chaul*): Next preceding return	Common rice (*mota chaul*): Corresponding return of last year	Wheat (*Triticum sativum*): Present return	Wheat (*Triticum sativum*): Next preceding return	Wheat (*Triticum sativum*): Corresponding return of last year	Barley (*Hordeum vulgare*): Present return	Barley (*Hordeum vulgare*): Next preceding return	Barley (*Hordeum vulgare*): Corresponding return of last year
1	2	3	4	5	6	7	8	9	10	11	12	13	14
		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A.
1	Calcutta	[illegible] 0 0	5 0 0	4 12 0	4 0 0	3 12 0	3 0 0	[illegible] 0 0	4 4 0	3 12 0	2 4 0	2 4 0	2 [illegible]
2	Burdwan	4 0 0	4 1 0	2 [illegible]	3 [illegible] 0	[illegible] 5 0	2 9 6			[illegible] 15 0			...
3	Midnapore	4 0 0	Old 4 8 0 New 4 0 0	3 8 0	[illegible] 12 0	[illegible] 0 0	2 11 0						
4	Pabna	6 8 0	6 8 0	6 0 0	[illegible] 5 [illegible]	3 6 6	[illegible] [illegible] 0	2 15 [illegible]	[illegible] 15 [illegible]	2 10 6			...
5	Rangpur	5 12 0	New 5 12 0	5 0 0	3 12 0	New 3 12 0	[illegible] 8 0	1 0 0	1 0 0	3 11 0			...
6	Dacca	4 8 0	4 [illegible] 0	3 5 0	[illegible] 14 0	[illegible] 10 0	2 5 0	3 11 0	3 11 0	[illegible] 8 0	[illegible] 8 0	[illegible] 8 0	1 1
7	Chittagong				3 8 0	[illegible] 8 0	2 1 0						
8	Patna	3 11 0	3 11 0	3 1 0	2 11 0	[illegible] 11 0	[illegible] [illegible] 0	[illegible] 9 0	[illegible] 1 0	1 [illegible] 0	1 10 0	1 1[illegible] 0	[illegible] 1
9	Muzaffarpur	4 7 0	4 7 0	[illegible] 5 0	[illegible] 13 [illegible]	2 1 [illegible]	2 11 6	1 7 0	4 0 0	3 [illegible] 0	1 14 [illegible]	1 11 [illegible]	[illegible]
10	Bhagalpur	8 [illegible] 6	[illegible] 5 0	[illegible] [illegible] 6	2 13 [illegible]	2 1[illegible] 0	[illegible] 14 6	4 6 0	1 [illegible] 1[illegible]	[illegible] 0 [illegible]	1 12 0	1 14 0	[illegible] [illegible]
11	Cuttack	[illegible] 1[illegible] 0	[illegible] 1[illegible] 0	3 6 0	2 12 0	2 1[illegible] 0	[illegible] 7 0	1 2 0	1 [illegible] 0	[illegible] 11 6			
12	[illegible]	[illegible] 0 [illegible]	3 [illegible] 6	[illegible] 0 0	2 1[illegible] [illegible]	2 10 0	[illegible] 13 6	[illegible] 0 0 to 8 6 4	5 0 0 to 6 2 6	[illegible] 10 0 to 5 6 6	3 5	3 [illegible]	3 10

CALCUTTA,
The 19th March 1901

Juar or cholum (*Sorghum vulgare*).			Bajra or cumbu (*Pennisetum typhoideum*)			Marua or ragi (*Eleusine coracana*)			Gram, Chana, Chola, Kadalay, or Sunaga (*Cicer arietinum*)		
Present return.	Next preceding return.	Corresponding return of last year	Present return	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return	Corresponding return of last year	Present return.	Next preceding return	Corresponding return of last year
15	16	17	18	19	20	21	22	23	24	25	26
Rs. A. P	Rs A. P	Rs. A P	Rs A. P	Rs. A. P	Rs A. P	Rs A P	Rs. A. P	Rs. A P	Rs. A. P	Rs. A. P	Rs A. P
2 0 0	2 4 0	3 4 0	2 0 0	2 2 0	4 4 0				3 4 0	3 4 0	2 8 0
...	...	...	...	...		...	...	...	3 5 0	3 0 0	2 5 0
...	...				...	...		...	...	...	...
...		...	...	...	...	...	...		3 2 9	3 5 6	2 12 0
...	...	...	...	...	...	...		...	3 12 0	3 8 0	2 12 0
...	...	...	...		...	...	...		3 4 0	3 4 0	2 8 0
...	...		...		...	...			3 12 0	3 12 0	4 0 0
2 3 0	2 1 0	2 7 0	...	...	...	...			2 8 0	2 5 0	2 5 0
...			...	...	.				2 13 9	2 13 9	2 6 9
...			...					...	2 13 9	2 10 10	2 4 0
...	...		...	...		...	...	...	3 0 0	Bıri or kalai 3 2 0	2 5 6
...	...	...		...	...	...	.		4 0 0	3 10 0	3 1 0 to 3 7 6

Indian-corn or maize (*Zea mays*)			Arhar dal, or Thur—Cadjan pea (*Cajanus indicus*).			Linseed.			Mustard and Rapeseed.		
Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year
27	28	29	30	31	32	33	34	35	36	37	38
Rs. A. P.	Rs. A. P	Rs. A P	Rs. A. P	Rs. A. P	Rs. A. P.	Rs. A P	Rs. A. P.	Rs. A. P	Rs. A. P.	Rs. A. P.	Rs. A. P.
2 0 0	2 4 0	3 4 0	5 0 0	5 0 0	3 12 0	5 4 0	5 4 0	5 0 0	4 0 0	5 0 0	4 4 0
...	...	...	5 0 0	4 12 0	4 0 0	..		...	5 8 0	5 8 0	4 4 0
...	...	...	...	...	..	4 12 0	6 0 0	4 10 0	Black mustard 5 8 0 Rapeseed 4 6 0	5 8 0 4 6 0	4 12 0 4 1 0
...	...	...	4 13 6	4 13 6	4 1 0	5 12 0	6 0 0	4 8 0	[illegible] 0	5 0 0	4 8 0
2 12 0	2 12 0	2 4 0	5 0 0	5 0 0	4 6 0	...	..	...	[illegible] 0	6 8 0	4 6 0
...	...	..	4 8 0	4 8 0	3 4 0	..		...	...	...	...
...	..	...	6 0 0	5 0 0	4 12 0	...	...	..	5 12 0	5 12 0	4 8 0
1 11 0	1 14 0	2 10 0	4 6 0	4 7 0	2 8 0	3 14 0	4 15 0	4 6 0	4 14 0	4 6 0	3 14 0
1 11 9	1 11 9	2 10 6	5 5 0	4 7 0	3 5 3	...		...	..	..	...
2 6 9	2 7 0	2 4 0	5 0 0	5 0 0	3 8 3	..	...	4 8 0	4 8 0	...	4 8 0
..	...	...	3 0 0	3 0 0	2 5 6	...	...	...	4 1 0	4 1 0	3 12 0
...		...	5 0 0	5 0 0 to 5 11 6	5 0 0	5 0 0	5 0 0	5 0 0	5 0 0 to 5 11 6	3 10 0 to 4 7 0	5 0 0 to 5 14 9

... STANDARD SEERS.

Til or jinjili seed.			Sugar (raw).			Cotton, cleaned			Jute.		
Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year
39	40	41	42	43	44	45	46	47	48	49	50
Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
5 8 0	5 12 0	4 12 0	4 4 0	4 4 0	5 6 0	17 4 0	18 4 0	16 0 0	4 12 0	4 12 0	5 8 0
...	...	...	3 12 0	4 5 0	4 4 0	16 2 0	.	13 0 0	...	...	...
...	..		3 8 0 to 4 0 0	4 0 0 to 4 8 0	4 0 0 to 4 8 0	21 0 0	21 0 0	18 0 0 to 20 0 0	...	..	..
...		..	4 10 0	4 12 0	3 14 0	21 0 0	21 0 0	20 0 0	4 4 0	4 8 0	5 10 0
...	..	...	5 12 0	6 0 0	5 0 0		...	..	4 8 0	4 6 0	4 12 0
...	...	...	6 0 0	5 12 0	6 0 0	..	..		5 0 0	5 0 0	5 12 0
...		...	5 4 0	5 2 0	4 12 0	11 8 0	4 12 0	20 0 0		...	...
4 14 0	4 15 0	4 14 0	4 0 0	4 0 0	3 0 0	16 8 0	17 0 0	15 0 0	3 8 0	3 8 0	4 14 0
...	...	...	3 1 3	3 5 3	3 4 3	...	...	...	...	...	...
...	...	...	5 4 0	.	4 0 0	19 0 0	18 8 0	21 0 0	..	...	...
4 14 0	4 14 0	3 12 0	4 4 0	4 9 0	4 5 0	22 0 0	22 0 0	24 0 0	...	...	...
...	...	...	4 3 0 to 4 7 0	4 7 0 to 5 0 0	5 11 9 to 5 6 6	22 12 0	22 12 0	22 12 0	...	...	...

Ghi (clarified butter).			Tobacco leaf.			Hides (cow).			Grass.		
Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year
51	52	53	54	55	56	57	58	59	60	61	62
Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
40 0 0	40 0 0	35 0 0	9 0 0	9 2 0	6 0 0	Per 100 pieces. 260 0 0	250 0 0	250 0 0	1 2 0	1 2 0	1 6 0
41 0 0	41 0 0	34 0 0		...	...			..		...	...
42 0 0	42 0 0	34 8 0	Madhukhah 8 0 0; Pulta 11 0 0	7 8 0; 11 0 0	7 0 0; 10 8 0	Uncleaned hides per piece 1 0 0 to 2 4 0; Cleaned hides per piece 1 4 0 to 2 8 0	1 0 0 to 2 4 0; 1 4 0 to 2 8 0	0 12 0 to 2 4 0; 1 0 0 to 2 8 0	..		...
53 0 0	53 0 0	45 0 0	11 4 0	11 8 0	9 8 0		..		...	..	...
45 0 0	45 0 0	35 0 0		10 0 0	9 0 0	..	..		0 2 6	0 2 6	0 2 6
45 0 0	42 0 0	35 0 0	10 0 0	10 0 0	10 0 0	30 0 0 per maund	30 0 0	25 0 0	0 4 0	0 4 0	0 4 0
44 0 0	45 0 0	45 0 0	13 0 0	12 8 0	13 0 0	18 8 0 per maund.	18 0 0	18 0 0			...
36 0 0	36 0 0	29 0 0	3 0 0	3 0 0	3 0 0			..	0 6 0	0 6 0	0 5 0
35 9 0	35 9 0	30 7 6	8 0 0	8 0 0	11 7 0		...	...	..	..	...
	41 0 0	32 0 0	5 0 0	4 0 0	6 8 0						...
42 12 0	42 12 0	30 0 0	4 8 0	4 6 0	4 4 0	25 0 0 per maund	25 0 0	25 0 0	0 8 6	0 9 0	0 8 11
37 10 0 to 42 10 8	37 10 0 to 42 10 8	34 0 0 to 40 0 0	8 0 0 to 13 0 0	8 0 0 to 13 0 0	8 0 0 to 13 0 0	1 0 0 per piece	1 0 0	1 0 0	0 4 0	0 4 0	0 4 0

... the undermentioned Marts of Bengal on the 15th March 1901.

Straw: Present return.	Straw: Next preceding return	Straw: Corresponding return of last year	Juar stalks: Present return.	Juar stalks: Next preceding return	Juar stalks: Corresponding return of last year	Prices per maund of 40 standard seers — Iron: Present return.	Iron: Next preceding return	Iron: Corresponding return of last year	Firewood: Present return	Firewood: Next preceding return	Firewood: Corresponding return of last year	Salt: Present return	Salt: Next preceding return	Salt: Corresponding return of last year	Marts
63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78
Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
1 4 0	1 0 0	0 10 0				5 4 0	5 4 0	5 4 0	0 8 0	0 9 0	0 8 0	3 6 0	3 6 0	3 5 0	1 Calcutta.
0 9 0	0 6 0	0 1 3							0 5 3	0 5 3	0 8 0	3 12 0	Crushed 3 5 0	3 6 0	2. Burdwan
0 3 0	0 3 0	0 2 11				5 0 0 to [illegible] 1 0	5 0 0 to 5 4 0	3 8 0 to 4 12 0	0 1 0	0 4 0	0 3 0	3 10 0	Panga 3 9 0, to 3 10 0	3 8 0	3 Midnapur.
1 0 0	1 0 0	1 0 0	...			7 12 0	7 12 0	7 0 0	0 5 0	0 5 0	0 4 0	3 13 0	Panga 3 13 0	3 14 0	4 Pabna
0 7 0	0 7 0	0 7 0	...			8 0 0	8 0 0	7 0 0	0 5 0	0 5 0	0 8 0	4 0 0	Panga 4 0 0	4 0 0	5 Rangpur
...			...			6 8 0	6 8 0	5 8 0	0 5 6	0 5 6	0 5 0	3 12 0	Panga 3 12 0	3 8 0	6 Dacca
...		...	...			6 12 0	7 0 0	5 8 0				3 14 0	Panga 3 11 0	3 10 0	7 Chittagong.
0 8 0	0 6 0	0 5 0				4 0 0	4 0 0	4 0 0	0 6 0	0 6 0	0 5 0	3 10 0	Panga 3 10 0	3 7 0	8 Patna.
...			...	...	...	5 11 6	5 11 6	7 8 0	0 4 0	0 4 0	0 4 0	3 13 0	Panga 3 13 0	3 8 0	9 Muzaffarpur
			...			6 0 0	7 0 0	8 0 0	0 5 9	0 5 9	0 5 9	3 12 0	Panga 3 11 0	3 12 0	10 Bhagalpur
0 7 0	0 8 0	0 6 0	...			4 2 0	4 2 0	4 5 0	0 4 0	0 4 0	0 4 0	3 0 0	Karkatch 3 0 0	3 0 0	11 Cuttack.
No fixed rate			...	...	...	8 0 0	8 0 0	8 0 0	0 4 0	0 4 0	0 4 0	4 1 0	Panga 4 2 0	4 2 0	12. Ranchi

F A SLACKE,
Secretary to the Govt. of Bengal

I

Imports into Calcutta

The following Statement shows the Quantities of the Principal Staples of Traffic imported into Calcutta from the Interior by Rail, Road, River (Country-boat and Steamer), the Calcutta Canals and coasting vessels during the month of December 1900

Whence imported	Food grains: Rice	Paddy *	Total (in rice)	Wheat	Wheat flour	Gram and pulse	Other food grains	Total	Fibrous products: Jute raw	Gunny bags †	Oil seeds: Linseed	Mustard seed	Tea, Indian	Cotton raw	Silk raw	Coal and coke	Indigo	Sugar: Refined	Unrefined	Molasses	Tobacco: Unmanufactured	Manufactured
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
	Mds	Mds	Mds	Mds	Mds	Mds	Mds	Mds	Mds	No	Mds	Mds	Mds	Mds	Mds	Mds	Mds	Mds	Mds	Mds	Mds	Mds
Bengal																						
Burdwan	[illegible]	[illegible]	[illegible]	5 9		1 35	[illegible]	[illegible]	[illegible]	[illegible]	3 9			[illegible]	97	[illegible]	[illegible]		2 9	11	[illegible]	18
Birbhum	[illegible]		[illegible] 124					[illegible]		1		[illegible]			21		1				171	
Midnapore	[illegible]	[illegible]	[illegible]			[illegible]			1	[illegible]	[illegible]			94	[illegible]	[illegible]				[illegible]		
Hooghly	[illegible]	50	[illegible]	50		[illegible]	18		[illegible]	[illegible]	[illegible]	[illegible]		412		[illegible]		5		[illegible]	5 061	760
24-Parganas	[illegible]	[illegible]	[illegible]		11	[illegible]			[illegible]	[illegible]	[illegible]			[illegible]		[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	815
Nadia	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]				[illegible]	[illegible]			911	1 613	[illegible]
Murshidabad	[illegible]		[illegible]	[illegible]		[illegible]	7	[illegible]	[illegible]	[illegible]	1				[illegible]		[illegible]					
Jessore	[illegible]	[illegible]	[illegible]			[illegible]		[illegible]	[illegible]	[illegible]	[illegible]								409	[illegible]	[illegible]	[illegible]
Khulna	1	[illegible]	[illegible]					1	[illegible]	[illegible]												
Rajshahi	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	1	[illegible]		[illegible]			[illegible]	[illegible]	[illegible]	[illegible]					
Dinajpur	[illegible]	406	[illegible]					[illegible]		[illegible]					[illegible]							
Jalpaiguri	141		141					[illegible]	[illegible]	[illegible]			[illegible]								[illegible]	
Darjeeling						3		[illegible]	[illegible]	[illegible]			[illegible]			4						
Rangpur	[illegible]		[illegible]					[illegible]	[illegible]	[illegible]			[illegible]	[illegible]			43			[illegible]	21 [illegible]	
Bogra	[illegible]	[illegible]	[illegible]			[illegible]		[illegible]	[illegible]	[illegible]							[illegible]				58	[illegible]
Pabna	1		1	[illegible]		[illegible]		[illegible]	[illegible]	[illegible]	[illegible]		[illegible]								[illegible]	
Cooch Behar									[illegible]	[illegible]												[illegible]
Dacca	[illegible]		1			4		[illegible]	1	[illegible]	1 3	[illegible]		[illegible]				[illegible]				
Mymensingh	[illegible]							[illegible]	4	[illegible]	11			1				[illegible]				
Faridpur	1	[illegible]	[illegible]	[illegible]		1	[illegible]	[illegible]	3	[illegible]	[illegible]											
Backergunge	[illegible]	34	[illegible]			1		[illegible]	[illegible]	1 [illegible]				[illegible]		[illegible]	180		[illegible]			[illegible]
Tippera	[illegible]		[illegible]					1	1 [illegible]													
Noakhali	[illegible]	[illegible]	1			[illegible]												[illegible]				
Chittagong	[illegible]		[illegible]					[illegible]		4				2				[illegible]				
Total of Bengal	[illegible]	[illegible] 543	[illegible]	[illegible]	4	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	4	[illegible]	[illegible]	1 [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Behar																						
Patna			[illegible]	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]		4		[illegible]	5	[illegible]		[illegible]	[illegible]	1 194
Gaya								[illegible]												4 923		
Shahabad				[illegible]		[illegible]	[illegible]	[illegible]			[illegible]						[illegible]		194	[illegible]		[illegible]
Saran	[illegible]		[illegible]			[illegible]				[illegible]	[illegible]	[illegible]					[illegible]			[illegible]	134	
Champaran	[illegible]					[illegible]	[illegible]	[illegible]			[illegible]						[illegible]					
Muzaffarpur	4		[illegible]	[illegible]	[illegible]	[illegible]	1	[illegible]	[illegible]		[illegible]						[illegible]	[illegible]		[illegible]	[illegible]	
Darbhanga	[illegible]		[illegible]	[illegible]		[illegible]	1	[illegible]			[illegible]	[illegible]					[illegible]			[illegible]	[illegible]	
Monghyr	[illegible]		[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]			[illegible]				141	[illegible]
Bhagalpur	[illegible]		[illegible]	[illegible]		[illegible]	1	[illegible]				1					[illegible]				[illegible]	
Purnea	[illegible]	1 [illegible]	[illegible]	[illegible]		[illegible]	[illegible]	1	[illegible]	[illegible]	[illegible]	[illegible]					[illegible]				[illegible]	
Malda	[illegible]		[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]		[illegible]			[illegible]	[illegible]							
Sonthal Parganas	[illegible]	3	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]				3 [illegible]	[illegible]				2 7	54
Total of Behar	[illegible]	1 47	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	12 [illegible]		116	[illegible]	[illegible]	42 431	[illegible]	1[illegible]4	9 661	10 791	1 2[illegible]1

* One maund of paddy is equivalent to [illegible] seers of rice.   † Exclusive of [illegible] obtained by local manufacture.

Whence imported	Food-grains: Rice and paddy: Rice.	Paddy *	Total (in rice)	Wheat.	Wheat flour	Gram and pulse	Other food grains.	Total	Fibrous products: Jute raw	Gunny bags †	Oilseeds: Linseed.	Mustard seed	Tea, Indian	Cotton, raw	Silk, raw	Coal and coke.	Indigo	Sugar: Refined	Unrefined.	Molasses.	Tobacco: Unmanufactured	Manufactured
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Orissa.	Mds	Mds.	Mds.	Mds.	Mds.	Mds	Mds.	Mds	Mds	No	Mds.	Mds	Mds.	Mds.	Mds	Mds	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Cuttack		406	250	...		...	......	250	536		...			...		... ...		......	...			...
Balasore	2,734	1 893	3,917		...	1,228		5 145	6 238	1 000	...			45						...	42	...
Total of Orissa	2,734	2,293	4,167			1 228		5 395	6,?50	1,000	...			45		...	... ...	...		...	42	...
Chota Nagpur.																						
Hazaribagh ...	......	...				2,168	...	2,168		245		...			...	1 51,276	...	...	...	...	...	...
Manbhum	6 472	...	6 472	... ...				6 472	...	5 985	...	35	165	40		30,96,872			...	...	... ...	...
Singhbhum ...	19,102		19,102	...		...		19,102	9	105	12		...	38	12			...	...		...	...
Total of Chota Nagpur.	25,574		25,574	...	...	2 168	...	27,?42	9	6 335	12	35	165	78	12	32 50 148	...	...	...		...	...
Grand Total of supplies from the Provinces under the Lieutenant Governor of Bengal	15,37,409	1 40 083	16 24 961	1 2? 962	41	4,05 491	38 290	21 96,?44	38 07 724	2,648 217	35,964	17 420	74 923	4,659	714	84 46,118	43 522	2?3	4,552	87 404	47 621	2 867
Other Provinces.																						
Assam ...				...			... ...	...	51,250	1 573	200	12 868	1 63 782	...	...			...	...	...		...
North Western Provinces and Oudh.		...		1,47 199	2 458	45 531	2 626	1,97,814	501	3 430	10 714	25 558	122	58,407		...	17 152	...	...		73	...
Punjab ...	14		14	722		5 602	871	6,709		...		2 506	276	8,772	148		54	...	... ...	...	...	...
Central Provinces	808		808	... ...			...	808		1 155	...		...	332	...		...			...		...
Rajputana and Central India.		...	...	...		7	22	29		...		4,022	...	509		...	...	...	...	...	...	...
Berar ...		...		436			...	436		560		...		4 128	...	... ...	...	...		...	...	...
Bombay								...	...	... ...				1,961				421		... ...	20	5
Madras ...									49	...		2,073				... ...		8,214	... ...			205
Burma	2,969		2 969			789		3 758						540		...	...	5	...		990	46
Grand Total of Imports in December { 1900	15 41 260	1 40 083	16 28 751	2,78 319	2,499	4 57 420	41 309	24 06 298	38 59,534	2,654 937	49 878	64 453	2 39 103	80 008	8?2	84,46,118	60 728	8,913	4,552	87 404	48 704	3,133
Grand Total of Imports in December { 1899	16 64,092	1 44 063	17 54 496	2,35,043		4,38 118	54 982	25 22,644	29 02 169	3,306 090	1 18 201	1 39 689	2 42 184	81 283	1,396	63 36,552	53,410	215	1 04,558		45,542	4,323

* One maund of paddy is equivalent to 25 seers of rice.

† Exclusive of bags obtained by local manufacture.

II

The Sea-borne Trade of Calcutta in these staples during the month of December 1900 was as follows —

Exported from Calcutta	Rice	Paddy	Total (in rice)	Wheat	Wheat flour	Gram and pulses	Other food grains	Total food grains	Jute raw	Gunny bag	Linseed	Mustard seed	Tea, Indian	Cotton raw	Silk raw	Coal and coke	Indigo	Sugar: Refined	Sugar: Unrefined	Tobacco: Unmanufactured	Tobacco: Manufactured
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
	Mds.	Mds	Mds	Mds.	Mds	Mds.	Mds	Mds	Mds	No	Mds	Mds	Mds.	Mds	Mds.	Mds	Mds	Mds	Mds	Mds.	Mds
To Indian Ports via —																					
Bombay	53 003	60	53 101	..		24 911		78 012		2,792 130	..		11 106	.. ..		28,57 299	19	..		..	24
Madras ..	85,073	..	85 073	5	393	35 699	1 333	1 23 508		56 3[illegible]0			10	..	29	4 21 239	76	101	..	..	5
Other ports in Madras	98 240		98,540	264	615	23 897	39	1 23,345	29	704 006		626	11	..	3	1 11,965		259	..		191
Burma	2 332	4	2 334	765	9 864	19,122	3 331	35 426	396	2,033 100		19	224	453	57	5,17 930	... ..	976	493	15 049	357
Other Indian ports ..		.....	..	578	1 988	1 572	65	3 895		315 [illegible]40	4	..	1	4	7	11 842	..	2 718	980	1 298	278
Pondicherry	..		..		181	99		280		135 6[illegible]0									..		..
Sind ..		..	.....	..	..	5 944		5 944		315 450			33			136	...				..
Total of Inter-portal Trade	2,39,008	64	2,39,048	1 596	12,440	1 11,534	4 783	3 69 420	425	6,251 936	4	645	11,390	457	96	39,20,411	273	4,054	1 473	16 347	755
To Foreign Ports—																					
United Kingdom	42,672	..	42 672	..	...	10,432	-	53 094	10 57 864	3,257 950	43 600	7 639	2,38 751	1 439	553	......	2,149	...	-	188	7
Other foreign ports ...	5,92,705	653	5,93,113	2,287	6,015	38,715	4 281	6,44,441	21,81 281	13 911 447	253	2 127	28,116	37 365	693	13 64,786	14 874	14		....	285
Total of Foreign Trade ...	4,35,377	653	6,35,785	2,287	6,015	49,167	4,281	6,97,535	32,39 145	17 169 397	43,853	9,756	2,66,867	38,804	1,246	13 64,786	17 023	14	...	188	292
Grand Total of Exports in Dec. 1900	6,74,385	717	6,74,823	3 883	18 464	1,60,701	9 074	10 66,955	32,39 570	23,421 353	43 857	10 461	2,78 257	39 261	1,342	52,85,197	17,296	4,068	1,478	16 535	1,047
Grand Total of Exports in Dec. 1899	10,63,293	3,368	10,68,616	15,372	..	4,06,785	10 363	15,01 036	15,31 712	20 361,085	1,31,502	40,909	2,26,556	25 176	1 093	.....	..	12,163	6,312	15,889	1,454

III

Imports into Calcutta

The following statement shows the several Routes followed by the Trade in the Principal Staples of Traffic imported into Calcutta during the month of December 1900

Specification of Routes	Food-grains.						Fibrous products		Oilseeds		Tea, Indian	Cotton raw	Silk raw	Coal and Coke.	Indigo.	Sugar.			Tobacco.	
	Rice.	Paddy	Wheat	Wheat flour	Gram and pulses.	Other food grains	Jute raw	Gunny bags.	Linseed	Mustard seed.						Refined	Un refined	Molasses.	Unmanufactured	Manufactured
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
	Mds.	Mds	Mds.	Mds.	Mds.	Mds	Mds	No	Mds.	Mds	Mds.	Mds	Mds	Mds.	Mds.	Mds	Mds.	Mds	Mds.	Mds.
By country boats	7 63,187	84,391	11 494	..	70,576	419	9 30 277	834 977	7 562	6 023		205	2	13,391	234	271	175	36,924	6,598	1 093
„ river steamers	33,721	456	197	...	2,994	107	11 32 088	9,135	799	11 758	1,36,393	665	75	..	96	2	...	87	1,263	815
„ rail { E I Railway	5,40,887	87 525	2,59,391	2,458	2,76,400	40 047	1 67,854	46,375	36,420	44,323	563	72,302	650	84,25 963	60 052	.....	413	9,864	6,139	148
„ rail { E. B S Railway	1 06 313	3 260	5 287		1 05 3-4	740	14 26 198	1 650 850	4 880	276	77 951	89	123	4	522		195	287	27 365	..
„ rail { Assam Bengal Railway	4 6	.. ..	...			..		4 015			25 333	1 325								.. ..
„ rail { Bengal Nagpur Railway	11 007	...			...		139	385	12			38	12	.. ...	24				...	......
„ rail { Bengal Central Railway	*	...	...	...	..	..		2 605	12	..	..		..	..	..		340		51	...
„ road	72,953	14 431	...	41	30		1,77 503	96,000	193		..	1,283		6,760			3 429	40,242	6,250	321
„ sea	4,778	.....	..		2 017		5 425		..	2 673	830	3 431	..			8,640		.. ..	1,638	253
Grand Total of Imports in December { 1900	15 41,200	1 40 083	2,76,319	2 499	4,57 420	41 309	38,39,524	2 634,937	49 578	64,463	2 39 103	80 068	662	84 46,118	60 728	8 913	4,552	87,404	46,704	3 125
Grand Total of Imports in December { 1899	16,64,082	1,44 663	2 25,046		4,58,118	54,952	26 62,180	2,366,080	1 18,201	1,30 089	2,42,134	81,283	1,396	68,35,552	73 410	215	1,64 558	.. ...	45 542	4,328

IV.

Exports from Calcutta.

The following Statement shows the Values and Quantities of the Principal Staples of Traffic exported Inland from Calcutta by Rail, Road, River (Country-boat and Steamer), the Calcutta Canals and coasting vessels during the month of December 1900 —

Whither exported	Cotton piece-goods		Cotton twist		Salt.	Kerosine oil.		Gunny-bags.
	European	Indian.	European	Indian		From Calcutta.	From Budge Budge *	
1	2	3	4	5	6	7	8	9
Bengal	Rs.	Rs	Mds	Mds	Mds	Mds	Mds	No.
Burdwan	2,18,971	2,275	243	1,414	30 4 3	334	7,501	96 500
Birbhum	1 52 173	2,635	37	1,361	32 990	20	2 916	152,615
Midnapore	3 02,807	105	1 262	299	16 410	360	2,562	34,355
Hooghly	97,478	600	168	87	8 081	4,046	1 543	26,920
24-Parganas	2 52 350	6,737	623		14 339	9 139	4,533	43,494
Calcutta		...					68 619	
Nadia	3,54 925		2,304	283	24 917	686	15 34	89 278
Murshidabad	1,46 264		5	91	10,472	2	1,784	72,010
Jessore	87,271		819		15 371	2 056	1 285	8,939
Khulna	46,901	..	62		4 164	716		315
Rajshahi	1 45 213		116	35	11,648	127	984	20,090
Dinajpur	92,868	455		97	12 831	11	2 852	80,500
Jalpaiguri	1 16 884		146	398	10 998	188	3,736	7,359
Darjeeling	93,560		184	326	5,346	67	2,772	2,695
Rangpur	3,02 513		195	218	20,151	76	4 931	19,396
Bogra	1 75 612	70	74	56	6 896	89	1,578	45,640
Pabna	1 39,747	219	270	84	15,699	17	10,858	37,170
Cooch Behar	46 168	175		84	4 826	12	..	840
Dacca	10 16 617		2,839	2	35 104	338	6 500	14 160
Mymensingh	2 52,010		48	46	9 025		1,600	8,485
Faridpur	1 88 677	1,505	818	100	16 992	5 428	1 797	11 550
Backergunge	3 69,625		1,240		52,930	427		34,920
Tippera	2 54 693		771	45	2 297	2	3 600	13,965
Noakhali	10 699		73		4 650	435		1,479
Chittagong	1,48 647	35	407	5	450	2		2,38,050
Total of Bengal	49,81,071	15 002	12,294	4,914	3,67,258	24 428	1,45,034	1 046,722
Bihar.								
Patna	2 45 906	560	395	383	11 707	21	12,163	1,15 656
Gaya	97 820	31,115		199	19 404		4,125	17 080
Shahabad	2 48 571	700	6	182	18 216	47	2 147	30,275
Saran	2 02,457		119	40	20 040	20	3 287	41,265
Champaran	3 68 011	..			12 830		3 438	8 295
Muzaffarpur	2 73,439				28 650	17	5 627	31 125
Darbhanga	3,26 689	...	27	4	18 443	87	7 919	21,840
Monghyr	1,60 4 1			547	14 019	40	3 597	58 170
Bhagalpur	3 7 ,768		18	200	24,413	5	4,3 9	1,3 ,685
Purnea	3 99 424	8,680	413	1,005	22 662	19	5,254	34,160
Malda	25 173		61	163	7 410		627	73,060
Sonthal Parganas	1 83,530	770	96	1 [illegible]	20 514	24	5,8 4	1,16,200
Total of Bihar	29,04 509	41,625	1 154	4 473	2 13,617	280	58 437	681,495
Orissa								
Cuttack	49 574	2,590		337		3 302	1 170	10 525
Balasore	53 428	..	112	4 037	6 734	90	221	99 180
Total of Orissa	1 03 002	2,590	112	4,374	6 ,84	3 482	1,391	109,705
Chota Nagpur								
Hazaribagh	48 670	700	..	746	5 207	27	338	3,395
Manbhum	10,354			151	1 604	128	3 094	
Singhbhum	9,284			23	3,168		492	8,015
Total of Chota Nagpur	68,338	700		928	9,979	155	3,924	11,410
Grand Total of Supplies into the Provinces under the Lieutenant-Governor of Bengal	80 56,920	60,117	13 560	14,686	5,97,633	28,545	2,05 786	1 849,353
Other Provinces								
Assam	9,98 289	1 703	574	912	83,574	1,729	10,552	90,519
North Western Provinces and Oudh	29 67,187	55,466	1,888	485	32,473	144	64,171	803,335
Punjab	6,26 064	52,414	320			24	9 137	199,920
Central Provinces	39 289			46		4	5,346	153,655
Rajputana and Central India	80 961		15			200	658	36,554
Bombay	19,121	2,104	..	..			...	2,092,150
Madras	3 320	700	91	5	..	46	..	760,366
Pondicherry		..	10		... ..			135 600
Burma	1 37 781	1 300	654	1,190		288		2,633 100
Sind	10 488						...	315,450
Grand Total of Exports in December 1900	1,29 65,520	1,73,804	16,612	17,858	7,12,680	30,842	3,14 680	8,958,963
Grand Total of Exports in December 1899	1 05,16,541	88,352	14,546	16,826	7,02,443	3,34,300		3,018,815

* Represents the trade registered at the traffic registering stations only.

V.

The Sea-borne Trade of Calcutta in these Staples during the month of December 1900 was as follows —

Imported into Calcutta	Cotton piece-goods		Cotton twist		Salt	Kerosine oil	Gunny-bags.
	European	Indian	European	Indian.			
1	2	3	4	5	6	7	8
	Rs.*	Rs.	Mds	Mds	Mds	Mds.	No
From Foreign Ports—							
United Kingdom	1,40,62 913		12 088		4 00 457		24
Other foreign ports	93,976	63	206		1 35,816	3,78,116	
Total of Foreign Trade	1 41 56 889	63	12 294		5 36,273	3 78 116	24
From Indian Ports—							
Bombay	40 132	3 01 160		22 098	72,475		
Madras	11 130	22 451				--	
Other ports in Madras		169		5			
Burma	14,089			112		70 636	--
Total of Interportal Trade	65,351	3 23,780		22 210	72 475	70 636	--
Grand Total of Imports in December 1900	1 49 21 240	3,23 843	12 294	22,210	6 08 748	4 48 752	24
Grand Total of Imports in December 1899	1 23 61 777	14 862	14 031	14 895	7 32,255	3,10 076	3 201

* As per tariff declaration value

VI

The following Statement shows the several Routes followed by the Trade in the above Principal Staples of Traffic exported from Calcutta during the month of December 1900 —

Specification of routes.	Cotton piece goods		Cotton twist		Salt	Kerosine oil		Gunny bags
	European	Indian	European	Indian		From Calcutta	From Budge Budge	
1	2	3	4	5	6	7	8	9
	Rs	Rs	Mds	Mds	Mds	Mds	Mds	No
By country boats	1 57 100	600	[illegible]		1 70 103	15 701	6 808	46 807
" river steamers	27 75 108	903	[illegible]	1 019	1 01 5[illegible]	438	45 382	180,025
" rail — East Indian Railway	70 87 598	1 55 515	837	8 677	3 01 270	1 244	1 11 833	2 150 260
" rail — Eastern Bengal State Railway	19 02 897	415	[illegible]	1 276	1 17 131	914	98,648	330 975
" rail — Assam Bengal Railway	2 95 087	1 435	[illegible]	6	1 407	99		23 310
" rail — Bengal Nagpur Railway	1 14 070	2 695		1 162	3 168	24	1 660	96 575
" rail — Bengal Central Railway	1 15 240		713		7 123	690		2 [illegible]
" road	2 36 443	6 [illegible]37	141		4 042	7 890	155	6,200
" sea	2 10 887	4 104	867	4 611	6 7[illegible]	3 783		6 2[illegible]1 066
Grand Total of Imports in December 1900	1 20 65 [illegible]20	1 73,804	[illegible]	17 333	7,12,680	30 843	3 14 080	5 998 563
Grand Total of Imports in December 1899	1 05 16 541	88 352	[illegible]	16 826	7 02 443	5 34 [illegible]00		3 018 615

Statistical Department,

The 13th March 1901

F A Slacke,

Secy to the Govt of Bengal

Meteorological Report of the Province of

Meteorological Division	Division	District	Representative stations	Highest 8 A.M. barometer reading	Lowest 8 A.M. barometer reading	Mean 8 A.M. reduced to 32°	Mean reduced to sea level and constant gravity Lat 45°	Variation from normal mean	Mean direction at 8 A.M.	Mean velocity in miles daily	Highest of month	Lowest of month	Mean daily maximum temperature	Mean daily minimum temperature	Mean daily temperature	Variation from normal mean
				STATION OBSERVATIONS												
				AIR PRESSURE					**WIND**		**TEMPERATURE**					
South West Bengal	Burdwan	Burdwan	Burdwan	30 073	29 84[illegible]	9 [illegible]	30 01[illegible]	+ [illegible]	N 8 W	47	91 6	51 0	80 0	61 5	71 2	+0 6
			Raniganj	29 818	29 595	9 06	30 0 [illegible]		N 1 W	51	88 2	53 2	80 3	60 7	70 [illegible]	+1 2
		Birbhum														
		Bankura	Bankura	29 830	29 608	[illegible]	30 004	—	N83 W	[illegible]	[illegible]	[illegible] 8	79 7	6[illegible] 1	70 9	+0 8
		Midnapore	Midnapore	[illegible] 0 4	29 783	29 8[illegible]	30 009	+ 0.[illegible]	N [illegible] W	[illegible]	8[illegible]	[illegible] 2	[illegible]	61 7	71 7	—0 4
		Hooghly														
		Howrah														
	Presidency	24-Parganas	Saugor Island	[illegible] 11[illegible]	29 [illegible]	[illegible] 0	30 [illegible]	+ [illegible]	N 1 W	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible] 2 7	—0 4
		Calcutta	Calcutta	[illegible]	29 910	30 [illegible]	30 0[illegible]	+ 0 31	N [illegible]	9	8[illegible]	[illegible]	91 [illegible]	[illegible]	[illegible] 4	+0 7
		Nadia	Krishnagar	[illegible]	29 9 [illegible]	[illegible]	3 01[illegible]		N 8 W	[illegible]	[illegible]	[illegible]	8[illegible]	[illegible] 0	70 [illegible]	+2 4
		Murshidabad	Berhampore	[illegible]	9 88	[illegible]	30 0[illegible]	+ [illegible]	N [illegible] W		8[illegible] 1		8[illegible]	[illegible] 4	70[illegible]	+1
		Jessore	Jessore	[illegible]	29 89	[illegible]	30 0 0	+ 0 [illegible]	N4 W	[illegible]	[illegible]	[illegible]	81	[illegible]	70	+[illegible]
		Khulna														
North Bengal	Rajshahi	Rajshahi	Rampur Boalia	30 [illegible]	29 87[illegible]	[illegible]	3 0 [illegible]	+ [illegible]	N[illegible] W	[illegible]	8[illegible] 1	[illegible]	[illegible]	59 1	[illegible]	+3 [illegible]
		Dinajpur	Dinajpur	[illegible]	[illegible]	[illegible]	[illegible]	+ [illegible]	N W	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	+1 [illegible]
		Jalpaiguri	Jalpaiguri	[illegible]	[illegible]	[illegible]	30 0 [illegible]	+	N[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
		Darjeeling	Darjeeling	[illegible]	[illegible]	[illegible]	—	[illegible]	N [illegible]	11	[illegible]		[illegible]	[illegible] 0	41	[illegible]
		Cooch Behar	Cooch Behar	[illegible]	29 78	[illegible]	[illegible]	—	N [illegible]	[illegible]	[illegible]	18	[illegible]	[illegible]	[illegible]	—
		Rangpur	Rangpur	[illegible]	29 81[illegible]	[illegible]	[illegible]		N [illegible] W	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	+2 7
		Bogra	Bogra	30 [illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible] 4	+[illegible]
East Bengal	Dacca	Pabna	Serajganj	[illegible]	[illegible]	[illegible]	[illegible]	+ [illegible]	N[illegible] W	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	69 [illegible]	+[illegible]
		Dacca	Narayanganj	[illegible]	29 9[illegible]	[illegible]		+ 0 18	N[illegible] W	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	+0 [illegible]
		Mymensingh	Mymensingh	[illegible]	29 8[illegible]	[illegible]	[illegible]	+ 0 [illegible]	N W	[illegible]	[illegible]	[illegible]		7 [illegible]	[illegible]	+
		Faridpur	Faridpur	[illegible]	[illegible]	[illegible]	[illegible]	+ 0[illegible]	N		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
		Backergunge	Barisal	[illegible]	[illegible]	[illegible]	[illegible]	+ [illegible]	N[illegible] W	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	+
	Chittagong	Tippera	Comilla	30 1 2	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	8[illegible]	[illegible] 8	[illegible]	+[illegible]
		Noakhali	Noakhali	10	[illegible]	[illegible]	[illegible]		N W	[illegible]		[illegible]	[illegible]	5	[illegible]	+1 0
		Chittagong	Chittagong	[illegible]	88			+ [illegible]	N[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	+2 [illegible]
		Chittagong Hill Tracts														
Bihar	Patna	Patna	Bankipore	[illegible]	[illegible]	[illegible]	[illegible]	+ 0[illegible]	N[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	+[illegible]
		Gaya	Gaya	[illegible]	[illegible]	[illegible]	[illegible]	+ 0[illegible]		10	[illegible]		[illegible]	[illegible]	[illegible]	1 8
		Shahabad	Dehri		[illegible]	[illegible]	[illegible]	+ [illegible]	[illegible]	11	[illegible]	[illegible]	[illegible]	[illegible]	[illegible] 1	—0 1
			Buxar	[illegible]	[illegible]	8	[illegible]	+ [illegible]	N W	11	[illegible]	[illegible]		[illegible]	8 [illegible]	+0
			Arrah	[illegible]	[illegible]	[illegible]	[illegible]	—	W		[illegible]	17	[illegible]		65	+0 [illegible]
		Saran	Chapra	[illegible]	29 71[illegible]	9	30 [illegible]	—	N W		[illegible]	[illegible]		54 9	[illegible] 7	+1 1
		Champaran	Motihari	[illegible]	[illegible]	[illegible]	[illegible]		N [illegible] W	[illegible]	[illegible]	[illegible]	7[illegible]	[illegible]	[illegible]	+1 7
		Muzaffarpur	Muzaffarpur	[illegible]	[illegible]	[illegible]	[illegible] 01		N W		[illegible]	[illegible]		[illegible]	[illegible]	
		Darbhanga	Darbhanga	[illegible]	29 76[illegible]	[illegible]	[illegible] 0	+ [illegible]	N W	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	+1 [illegible]
	Bhagalpur	Monghyr	Monghyr	[illegible]	[illegible]	[illegible]	[illegible] 10	+ [illegible]	N W	8[illegible]	[illegible]	[illegible]	[illegible]	5[illegible] (a)	[illegible] 4 (a)	+2 1
		Purnea	Purnea	[illegible]	29 [illegible]	[illegible] 7	[illegible] 01[illegible]	+ [illegible]	N W	[illegible]	[illegible]	[illegible]	[illegible]	7	[illegible] 5	+1 7
		Malda	Malda	[illegible]	29 [illegible]	[illegible]	[illegible]		N W	[illegible]	[illegible] 2	[illegible] 1	[illegible]	[illegible] 7	[illegible] 7	+2 [illegible]
		Sonthal Parganas	Dumka	[illegible]	29 [illegible]	[illegible]	[illegible] 01	+ [illegible]	N W	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible] 0	+2
Orissa	Orissa	Cuttack	Cuttack	[illegible]	29 [illegible]	[illegible]	30 00	+ 0[illegible]	N[illegible]	[illegible]	[illegible]	[illegible]	[illegible] 1	[illegible] 4	7[illegible]	—1 [illegible]
			False Point	[illegible]	[illegible]	[illegible]	29 [illegible]	+ 0 [illegible]	N[illegible] W	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	71 2	1
		Balasore	Balasore	[illegible] 10	29 9[illegible]	[illegible]	30 01[illegible]	+ [illegible]	N 1 W	[illegible]	[illegible]	[illegible]	[illegible] 0	[illegible]	[illegible]	+0
			[illegible]													
		Puri	Puri	[illegible]	[illegible]	[illegible]	[illegible]	—	W	1	[illegible] 7	[illegible]	[illegible]	[illegible] 7	7 2	—
			[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	—	W	[illegible]	[illegible]	60 [illegible]	[illegible]	[illegible]	74 5	—
Chota Nagpur	Chota Nagpur	Hazaribagh	Hazaribagh		[illegible]		[illegible]	+ [illegible]	N W	[illegible]	[illegible]	47	[illegible]	[illegible]	[illegible]	—1
		Ranchi	Ranchi		[illegible]	[illegible]	[illegible]	+ [illegible]	N W	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	69 1	+[illegible]
		Palamau	Daltonganj	[illegible]	[illegible]		[illegible]		N [illegible]	[illegible]	[illegible]	[illegible] 0	[illegible]	[illegible]	65 3	—
		Manbhum	[illegible]	[illegible]	[illegible]	[illegible]	0[illegible]	—	N[illegible] W	29	[illegible]	[illegible]	9	[illegible] 7	6[illegible]	—
		Singhbhum	Chaibassa	[illegible]	9 [illegible]		[illegible]	—	N W	[illegible]	[illegible] 4	[illegible]	[illegible] 4	[illegible]	70 5	+0
Assam	—	Sylhet	Sylhet	[illegible]	29 [illegible]		[illegible]	+ [illegible]	N[illegible]	[illegible]	[illegible] 3	[illegible]	[illegible] 0		[illegible] 6	+1
		Goalpara	Dhubri		[illegible]		[illegible]	+ [illegible]	N W	[illegible] (b)	[illegible]	[illegible] 7	[illegible] 7	8	67 [illegible]	+1
		Cachar	Silchar	[illegible]	[illegible]		0 0 [illegible]	+ 0	calm	[illegible]	[illegible]	50 [illegible]	8[illegible] 8	57 [illegible]	[illegible] 6	+[illegible]

(a) Mean of 3 days (b) Mean of 28 days (c) Mean of 25 da[ys]

[B]engal for the month of February 1901.

Humidity: Mean 8 A.M.	Humidity: Variation from normal mean	Cloud: Mean cloud amount 8 A.M.	Cloud: Variation from normal mean 8 A.M.	Rain fall	District observations, Rainfall, Of month: Mean of district	Normal mean	Variation from mean	Number of rainy days	Normal mean number of rainy days	Since 16th October 1900: Mean of district	Normal mean	Variation	Mean number of rainy days	Normal mean number of rainy days	DISTRICT.
60	+8	(c) 1·6	+2·7	2·03	1·81	1·05	+0·76	2·00	1·62	2·85	3·?8	−0·73	6·01	4·99	Burdwan.
7?	—	4·0	—	1·55											
				•	1·06	0·94	+0·1?	2·?5	1·0?	2·04	?·?1	−1·?	4·06	?·02	Birbhum
67	—	(b) 4·6	—	28?	3·53	0·?4	+1·69	2·91	1·??	4·71	3·33	+1·46	8·23	5·01	Bankura
77	—	2·7	—	3·52	3·42	1·22	+2·?0	3·?7	1·0?	0·6?	4·?9	+2·0?	9·?9	5·31	Midnapore
					1·72	1·?6	+0·46	3·01	1·?	3·33	4·0?	−0·?2	8·??	?·69	Hooghly
				●	1·56	1·32	+0·?4	2·50	?00	3·?3	3·06	−0·34	5·86	?·??	Howrah
85	−7	(a) 3·6	+0	?·11	?00	1·31	?0·?	2·71	1·88	1?	5·13	0	9·3?	6·38	24 Parganas
80	−4	(a) 1·6	+1·4	1·0?	1·?	1·38	+?	3·00	1·?	3·?2	4·79	1·47	4·??	6·00	Calcutta
73	—	(b) 4·0	—	1·30	1·34	1·14	+0·20	2·20	1·??	1·?0	4·11	2·?1	3·??	5·00	Nadia
78	+3	(a) 3·3	+1·?	0·?	0·?4	0·88	−0·34	1·77	1·?	1·28	?19	−2·21	2·8?	4·?3	Murshidabad
60	−2	(a) 2·6	+0·8	1·?4	0·92	1·90	−0·98	2·40	1	1·48	4·76	−?·28	3·02	5·84	Jessore
					0·12	1·??	−?·?8	1·06	1	1·37	5·00	−3·?3	2·92	6·84	Khulna
76	—	(a) 2·0	—	0·??	0·2?	0·7	−0·??	1·00	1·3	0·0?	2·86	?·17	2·06	4·3?	Rajshahi
86	—	2·8		0·18	0·?8	0·?4	−0·46	0·??	1·1?	1·0?	2·31	−1·28	2·83	?·92	Dinajpur
90	—	(a) 1·?	—	1·20	0·86	0·?	+?·?4	1·67	1·?8	1·??	?·81	−1·?2	3·03	4·41	Jalpaiguri,
75	+4	(?) ?		0·00	0·?5	0·83	?0·0	1·00	1	?·34	4·?1	−2·37	4·43	6·?4	Darjeeling
8?	—	(?) ?	-	1·?8	0·?2	0·?0	+0·?	1·?0	1	1·67	2·?1	−1·?4	3·9?	4·36	Cooch Behar
86	—	(c) 1·8	—	??	0·0?	0·18	−0·?9	0·25	1·?3	0·?0	2·?4	−1·?4	?·?9	3·??	Rangpur
76	—	(a) 1·5		?·?0	0·14	0·9?	−0·?8	1·00	1·4	?·31	3·?0	−3·??	0·89	4·49	Bogra
8?	—	?	—	?·?	0·53	1·08	−0·?	1·?0	1·?	1·13	3·?3	−2·??	1·?3	?·82	Pabna
81	+1	(h) ?	?·?	0·44	0·?3	1·94	−0·71	1·60	1·?	0·86	1·94	−4·08	2·13	6·?8	Dacca
81	—	?	—	1·18	0·?	0·03	−0·0?	?·43	1	0·?1	?·?6	−3·1?	0·94	6·28	Mymensingh.
83	—	(?) 2·5	—	0·?8	0·44	1·2	−0·??	1·00	1	1·0?	4·??	−?·01	2·10	?·16	Faridpur
78	—	(?) ?·?	—	0·?	1·14	1·15	−0·?2	1·?4	1·?0	?·43	5·?	−2·??	4·40	6·79	Backergunge
73	—	(a) ?·3		0·?3	?0	0·9?	−0·42	1·?5	1·?8	?·?8	4·87	3·20	2·??	6·8?	Tippera
83	—	?·2	—	1·01	0	1·04	−0·?	1·7?	1·??	??	6·?1	−4·?1	3·2?	7·04	Noakhali
78	−11	?·8	−0·2	0·0?	0·1?	0·?0	−0·34	0·60	1·??	0·82	6·6?	−?·?7	1·?6	?·??	Chittagong
					0·?	1·??	−1·18	1·0?		0·?3	?·8	?·??	?·??	8·??	Chittagong Hill Tracts
79	+11	(a) 4·?	+?·1	1·3?	0·80	0·?	+0·1?	2·??	1·?	?·11	?·?0	+0·??	5·?0	4·29	Patna
71	+10	4·?	+?·?	1·21	1·12	0·?3	+0·??	2	1	?·11	2·40	+?·?1	?·65	?·??	Gaya
71	—	?·?	—	1·?											Shahabad
75	—	(?) ?·?	—	1·?	2·??	0·??	+1	5·??	1·2?	?·??	2·?	+3·??	7·4?	4·24	
83	—	4·1	—	1·?											
?5	-	(a) 4·6	—	0·?8	0·7?	0·?1	+0·?6	2·67	1·??		?0	+0·?3	?·?3	4·01	Saran
?	—	(a) 2·0	—	?·?1	0·??	0·??	0	1·?0	1·?	?·?0	?3?	+1·01	6·??	?·?8	Champaran
?	—	?·1	—	0·20	0·?6	0·47	−0·11	1·50	1·?	2·??	?·?6	+0·01	?·?3	?·??	Muzaffarpur
?	+14	4·0	+?·?	0·1?	0·20	0·?5	−0·?2	0·4?	1·?	?·01	?·?9	−0·1?	?·??	3·?3	Darbhanga
					0·40	0·?6	−0·??	1·30	1·1	?·??	2·?8	+0·56	1·80	3·6?	Monghyr
?	—	(b) ?·8	—	0·19	0·3?	0·?6	−0·??	1·?0	1·?	1·??	2·30	−0·14	4·00	3·81	Bhagalpur
?	+17	(a) 3·?	+2·?	0·8?	0·43	0·43	0	0·80	1·?	1·?8	?·15	−0·71	3·08	?·2	Purnea
?	—	3·6	—	0·06	0·11	0·?3	−0·?	0·60	1·??	1·16	2·70	−1·??	?·11	?·?5	Malda
?	—	4·?	—	0·77	0·78	0·61	+0·17	2·20	1·?	2·?	2·06	−0·??	3·70	?·04	Sonthal Parganas
?	+7	(b) ?·2	+1·?	2·?8	?·73	0·73	+?·00	1·88	1·??	?	?·?8	−1·05	7·11	7·06	Cuttack
?	−4	(c) 2·8	−0·4	?·??											
?	—	3·0	—	1·?4	2·34	1·02	+1·?2	1·?7	1·?	4·??	4·93	−0·47	?·?1	?·??	Balasore
															Short's Island
?1	—	1·8	—	2·25	2·34	0·?1	+1·??	1·80	1·?	?·??	8·19	−1·?3	7·??	7·0?	Puri
?	—	1·?	—	1·01											
?	+20	6·1	+4·3	2·?7	1·?5	0·?1	+0·94	?·81	1	5·10	3·17	+1·??	7·?	4·8?	Hazaribagh
70	—	6·0	-	4·06	1·18	0·74	+?·?7	7·??	1	?·??	2·90	+0·??	10·31	5·05	Ranchi
?	—	3·2	—	1·?3	1·37	0·??	0·?1	3·?0	1·??	?·??	2·94	+4·0	7·87	4·78	Palamau
?	—	3·8	-	2·?8	?·?2	0·86	+1·86	3·83	1·??	?·2?	?·84	+2·41	6·0?	5·1?	Manbhum
?	—	4·4	—	4·?5	3·40	0·94	+2·??	4·2?	1·2?	0·0?	3·52	+5·50	8·?	?·48	Singhbhum
?	+3	?	?	1·64											[illegible]
?	+3	(c) 2·9	+1·4	0·36											Dhubri.
?	0	(?) 5·5	+2·5	0·14											[illegible]char.

(?) Mean of 24 days. (h) Mean of 20 days. (g) Mean of 17 days.

Table of Rainfall recorded at stations

Meteorological Division	Division	District	Station	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
South West Bengal	Burdwan	Burdwan													1 00	0 36	0 01		...			..	..
			Kalna											0 07	1 00	0 85	0·03						..
			Burdwan												1 03	0 61							
			Katwa												0 85	0 55	0 01	0 02					
			Raniganj						..					1 71	0 70					..			
			Mankur												0 32	0 47	0 10	0 02					
		Birbhum	Suri												0 50	0 58							
			Hetampur												0 29	0 20							
			Rampur Hât												0 88	0 70							
			Bolpur								0 09				0 17	0 24							
			Murarai												0 47	0 [illegible]							
			Labpur											0 32	2 01	0 8[illegible]							
		Bankura	Bankura											0 30	1 68	1 25	0 01						
			Vishnupur												1 07	0 77							
			Maliara											1 10	1 20	1 40			..				
			Khatra											0 05	1 07	1 12	0 05						
			Indas												0 76	0 88							
			Kotalpur	..									0 81	1 70	1 23			..					
			Onda												0 97	0 68							..
			Gangajalghati											0 10	0 79	1 50							
			Raipur											0 09	1 75	1 16					..		
			Sonamukhi													4 20	0 15		...				
		Midnapore	Contai								.		...	0 52	0 70	1 70	0 20		...				
			Tamluk												1 78	1 60	0 04						
			Midnapore			0 20	1 30							0 83	0 73	1 06							
			Ghatal												0 72	1 45	0 31						..
			Kukrahaty											0 70	0 41	1 05							
			Garhbeta											0 65	1 41	1 52	0 03						
			Panskura												0 32	3 86	0 90						
			Dantan											0 15	0 2[illegible]	0 83	0 10						
		Hooghly	Serampore												0 35	0 80	0 02						
			Hooghly											0 39	1 04	0 99	0 03			...			
			Arambagh (Jahanabad)											0 08	0 19	1 09	0 29						
		Howrah	Howrah											0 09	0 27	1 50	0 06			..			
			Mohesreka											0 10	0 22	1 33	0 35						
			Uluberia					..															
	Presidency	24-Parganas													..	2 19	0 10	..					
			Saugor Island							..					0 16	1 80	0 05						
			Diamond Harbour											0 04	0 30	1 50	0 20						
			Budge Budge											0 05	1 12	0 45	0 10						
			Canning Town											0 04	0 40	1 21	0 27						
			Alipore (Obsy.)											0 11	0 03	0 [illegible]							
			Barrackpore												0 10	1 39							
			Dum Dum											1 05	0 41	0 81							
			Barasat							..				0 27	0 30	0 61	0 18						
			Basirhat												1 10	0 60	0 14						
		Nadia	Ranaghat												0 64	0 71	0 02						
			Krishnagar												0 93	0 [illegible]	0 03						
			Chuadanga												0 54	0 06							
			Meherpur												0 40	0 33	0 12						
			Kushtia												0 31	0 57							
		Murshidabad	Kandi												0 11	0 27	0 01						
			Berhampore												0 0[illegible]	0 0[illegible]							
			Lalbagh												0 40	0 [illegible]							
			Azimganj							..	0 13				0 15	0 17							
			Jangipur													0 15	0 20						..
			Lalgola												0 10	0 1[illegible]							
			Akriganj												0 80	0 [illegible]				...			
			Patkabari												0 20	0 25							
			Dumkal												0 26	0 32	0 14						
		Jessore	Narail												0 63	0 14	0 37						
			Jessore												0 60	0 52							
			Jhenidah										..		0 47	0 20	0 09						
			Magura												0 30	0 06			..			..	
			Bangaon												0 47	0 30	0 25						
		Khulna	Satkhira												0 73	0 34	0 11						
			Bagerhat	..											0 33	0 36	0 12						
			Khulna										0 55	0 25	1 31								
			Kaliganj													0 07	0 22					..	
			Nakipur												1 48	0 46				..			
			Dumuria										0 01	0 02	0 20								
			[illegible]												0 20	0 02							...
			[illegible]												0 07	0 61	0 18	.					
			[illegible]												0 02	0 0[illegible]							
			[illegible]											0 04	0 23	0 15	0 10						
			M[illegible]ganj												0 06	0 09	0 12						
			[illegible]																				
North Bengal	Rajshahi	Rajshahi													0 16	0 30							
			Boalia												0 14	0 18							
			Na[illegible]r												0 05	0 05							
			N[illegible]n								0 09				0 23	0 20							
			[illegible]pur												0 05	0 05							
			Manda													0·06							..
			[illegible]ahdebpur												0 03								
		Dinajpur	*[illegible]*							0 03													..
			[illegible]		0 4											0 35				.			
			Ganjarampur																				
			Churaman									0 01				0 06				..			
			Rai[illegible]j																				
			Dinajpur									..		..		0 [illegible]3							
			Balurghat													0 0[illegible]	1 13						
			Thakurgaon													0 70							
			Setabganj													0 87						..	
		Jalpaiguri	*[illegible]ganj*														0 81						
			Jalpaiguri																				
			Alipur Duar													0 65	0 30						
			Falakata													0·84	0 84						
			Debiganj														0 39						
			Bhagatpur (Nagrakatta)													1 18							
			Kalchini						0 0														
		Darjeeling	Buxa														2 20						
			Siliguri		0 20					0 10		.										0 02	0
			Darjeeling							0 02													
			Kalimpong														0 18					0 02	
			Mungpoo							0 01							0 18						
			Kurseong							0 08													
			Pedong			..					0 05									..			

in Bengal in February 1901.

21	22	23	24	25	26	27	28	Number of rainy days	Average number of rainy days.	Total rainfall for the month.	Average rainfall for the month	Heaviest rain fall during the month.	Total rainfall from 16th Oct. 1900 up to 28th Feb. 1901	Average rainfall from 16th Oct. up to 28th Feb.	Station.	District	Division.	Meteorological Division.
	0.02							2	1.56	1.39	1.07	1.00	2.28	3.85	Kalna	Burdwan.	Burdwan.	
	0.06	0.02						2	1.58	2.07	0.93	1.00	3.25	3.69	Burdwan			
								2	1.73	1.04	1.14	1.03	2.28	4.02	Katwa			
	0.07	0.05						2	1.63	1.55	1.18	0.85	3.29	3.39	Raniganj			
		0.04						3	1.90	2.45	0.92	1.71	3.15	2.99	Mankur			
		0.06						3	1.62	0.97	1.01	0.47	1.91	3.64	Suri	Birbhum		
		0.06						2	1.57	1.16	0.99	0.53	3.17	3.21	Hetampur			
								2	1.57	0.49	0.48	0.29	1.88	3.43	Rampur Hât			
	0.04	0.03						2	1.60	1.03	0.87	0.90	2.55	3.05	Bolpur			
								3	?	0.50	?	0.24	0.75	?	*Morari*			
								3	?	1.02	?	0.55	1.90	?	*Labpur*			
	0.13	0.02						4	1.81	1.28	0.94	2.01	3.85	3.55	Bankura	Bankura		
	0.09	0.04						3	1.44	3.37	1.12	1.68	5.70	3.39	Vishnupur			
								2	1.87	1.80	0.89	1.09	3.7[illegible]	2.04	Maliara.			
	0.08	0.05						3	1.67	3.83	0.86	1.40	6.25	[illegible]	Khatra.			South West Bengal
								2	1.18	2.20	0.83	1.12	3.80	2.79	Indas			
								2	1.09	1.64	0.92	0.88	3.16	3.41	Kotalpur			
	0.15							4	1.55	3.49	0.96	1.70	6.82	2.40	Onda.			
	0.14	0.02						3	1.18	1.41	0.78	0.87	3.59	3.12	Gangajalghati			
	0.22							4	1.40	2.66	1.00	1.55	5.44	4.52	Raipur			
	0.08	0.07						2	1.40	3.15	1.11	1.75	4.47	3.[illegible]	Sonamukhi			
								2	1.60	4.35	1.47	4.20	6.72	7.[illegible]3	Contai	Midnapore		
								4	1.6	3.12	1.19	1.70	5.31	4.60	Tamluk			
	0.15	0.03						5	1.44	5.51	1.07	1.78	9.73	4.5[illegible]	Midnapore			
	0.11							4	1.16	2.73	1.02	1.06	4.92	2.97	Ghatal			
								3	1.85	2.48	1.73	1.45	4.64	4.61	Kukrahaty			
	0.15							4	1.40	2.31	0.91	1.05	3.78	3.39	Garhbeta			
0.05	0.08							3	?	3.68	?	1.62	6.25	?	*Panskura*			
		0.10						4	?	5.18	?	3.36	8.1[illegible]	?	*Dantan*			
	0.07							4	1.83	1.46	1.36	0.85	3.19	4.55	Serampore	Hooghly		
								2	1.[illegible]	1.17	1.23	0.80	2.68	3.97	Hooghly			
	0.07	0.01	0.01					3	1.76	2.54	1.20	1.04	4.42	3.64	Arambagh (Jahanabad)			
		0.05						3	1.85	1.60	1.14	1.09	3.27	4.30	Howrah	Howrah		
		0.09	0.02					2	2.15	3.03	1.50	1.50	4.00	3.61	Mohesreka			
		0.07						4	?	2.12	?	1.35	3.77	?	*Uluberia*			
			0.03					2	1.77	3.11	1.10	2.98	6.16	7.85	Saugor Island	24-Parganas	Presidency	
		0.02							2.44		1.65			6.20	Diamond Harbour			
		0.08						3	?	2.12	?	1.50	3.88	?	*Budge Budge*			
								3	1.80	1.17	1.28	1.12	3.18	5.15	Canning Town			
		0.04						3	1.92	1.05	1.98	1.20	3.32	4.[illegible]	Alipore (Obsy.)			
	0.07							3	1.84	1.78	1.36	0.95	3.66	4.42	Barrackpore			
								2	1.84	1.[illegible]5	1.10	1.89	2.97	4.37	Dum Dum			
		0.10						3	2.04	2.40	1.43	1.05	4.63	4.44	Barasat			
								4	1.72	1.36	1.15	0.61	2.35	4.40	Basirhat			
								3	1.6	1.84	0.90	1.10	2.64	4.64	Ranaghat	Nadia		
	0.01	0.01						2	1.63	1.39	1.23	0.71	2.11	3.90	Krishnagar			
								2	1.40	1.48	1.16	0.13	[illegible].92	4.27	Chuadanga			
								2	1.81	1.20	1.14	0.63	1.63	3.80	Meherpur			
								2	1.65	0.81	1.16	0.40	1.18	4.14	Kushtia			
								2	1.67	0.67	1.11	0.37	1.41	3.72	Kandi	Murshidabad		
								2	1.73	0.59	1.14	0.31	1.24	3.[illegible]	Berhampore			
								Nil	1.48	0.10	0.78	0.05	0.87	3.25	Lalbagh			
								2	1.6[illegible]	0.61	0.83	0.40	1.07	3.1[illegible]	Azimganj			
								3	1.56	0.38	0.79	0.18	1.17	3.12	Jangipur			
								2	1.5[illegible]	0.35	0.83	0.20	1.30	3.61	Lalgola			
								2	1.78	0.37	1.05	0.21	1.17	3.96	Akriganj			
								2	1.75	1.30	0.75	0.80	1.90	3.04	Patkabari.			
								2	1.21	0.45	0.71	0.25	0.91	3.3[illegible]	Dumkal			
								3	1.96	0.62	1.26	0.26	0.44	[illegible]	Narail	Jessore.		
								3	1.77	1.14	1.21	0.63	1.57	5.53	Jessore			
								2	1.75	1.12	1.27	0.60	1.44	4.61	Jhenidah			
								2	1.83	.76	1.09	0.47	1.05	4.05	Magura			
								2	1.46	0.96	1.16	0.66	1.74	4.41	Bangaon			
								3	1.84	1.22	1.08	0.50	2.[illegible]5	4.44	Satkhira	Khulna		
								3	1.07	0.73	1.25	0.34	1.98	[illegible].71	Bagerhat			
								3	1.80	0.83	1.21	0.38	1.02	4.81	Khulna			
								3	?	3.11	?	1.31	2.64	?	*Kaliganj*			
								2	?	1.14	?	0.92	2.7[illegible]	?	*Naksipur*			
								2	?	1.94	?	1.48	2.20	?	*Dumuria*			
								1	?	0.23	?	0.20	0.50	?	*Rampal*			
		0.02						1	?	0.24	?	0.20	1.5	?	*Kalaroa*			
								3	?	0.85	?	0.80	2.49	?	*Paikgacha*			
			0.02					Nil	?	0.00	?	0.05	1.65	?	Mollahat			
								3	?	0.52	?	0.23	1.98	?	*Morellganj*			
								1	?	0.26	?	0.13	1.12	?	*Tala*			
									1.46		0.84			3.01	Boalia	Rajshahi	Rajshahi	North Bengal
								2	1.44	0.32	0.89	0.18	0.76	3.75	Nator.			
								Nil	1.17	0.19	0.69	0.09	0.42	2.7[illegible]	Naugaon			
									1.00		0.93			3.00	Lalpur			
								Nil	0.90	0.10	0.41	0.05	0.56	2.01	Manda			
								Nil	1.24	0.16	0.60	0.06	0.40	2.61	Mahadebpur			
								Nil	?	0.05	?	0.03	0.91	?	*Nithpur*	Dinajpur.		
								1	?	0.45	?	0.45	0.45	?	*Nawabganj*			
								1	?	0.35	?	0.35	1.33	?	*Gangarampur*			
								Nil	1.31	0.04	0.55	0.04	1.25	2.00	Churaman.			
								Nil	1.05	0.08	0.50	0.08	0.04	1.98	Raiganj			
								Nil	1.19	Nil	0.61	Nil	1.00	[illegible]	Dinajpur			
								1	1.07	0.23	0.59	0.23	0.98	2.33	Balughat			
								3	?	1.75	?	1.13	2.97	?	*Thakurgaon*			
								1	?	0.70	?	0.70	1.30	?	*Hotabganj*			
								1	?	0.87	?	0.87	1.6[illegible]	?	*Ramganj*			
								1	1.12	0.89	0.39	0.89	1.42	3.57	Jalpaiguri	Jalpaiguri.		
									1.20		0.60			2.01	Alipur Duar			
									1.38		0.49			2.17	Falakata			
								3	0.67	1.18	0.80	0.84	2.8[illegible]	2.[illegible]	Debiganj			
								1	?	0.39	?	0.39	1.09	?	*Bhagatpur (Nagrakatta)*			
								1	?	1.21	?	1.18	2.27	?	Kalchini.			
									2.35		1.02			7.47	Baxa			
								3	1.60	2.30	0.84	2.20	[illegible].41	2.99	Siliguri	Darjeeling		
								Nil	2.0[illegible]	0.06	0.96	0.02	2.03	5.16	Darjeeling			
								Nil	2.21	Nil	0.79	Nil	1.0[illegible]	3.18	Kalimpong			
								1	?	0.21	?	0.18	1.87	?	*Mungpoo*			
								1	?	0.26	?	0.18	3.05	?	*Kurseong.*			
								Nil	?	0.05	?	0.05	1.73	?	*Pedong*			

Table of Rainfall recorded at stations

Meteorological Division.	Division.	District.	Station.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
NORTH BENGAL—concluded.	Rajshahi—concluded.	Tibet	Yatung				.																
		Cooch Behar	Dinhatta	...		..					.		...		..	0·03	0 62						
			Cooch Behar							..						0·95	0 41		.	.			
			Mickliganj											..			0 86				..		
			Mathabhanga	...	..			...								0·03	0 78		...			...	
			Fulbari					..					..			2 00	0·91	..		.	..		
		Rangpur	Bhawaniganj				..						..			0 03	0 01	..			..	.	..
			(*Gaibanda*)																			..	. .
			Rangpur					.						..									
			Peerganj					..							0 04							.	
			Kurigaon																...			.	.
			Gobindganj	..		..										..	..	..				...	
			Bagdogra						...				...		..	0 06	0 26		.		...	..	.
			(*Nilphamari*)																		..		...
			Ulipur ..				..	.								...	...						
			Sunderganj		..							..											...
		Bogra ..	Sherpur	..				...					..	..		0 15		..					.
			Nowkhilla					...						...	0·10	0·06							.
			Bogra																				
			Panchbibi		..								.			0·11							
		Pabna	Pabna					...	..					.	0 31	0 42	0 03						..
			Serajganj .			..		. .					..		0 07	0 23					.	..	
EAST BENGAL.	Dacca.	Dacca	Munshiganj					..				..			0 52	0·04	0 15						
			Dacca												0 34	0·05	0 09						
			Narayanganj					.						..		0 38	0·05	0·08					
			Manikganj		..			..					..		0 20	0 26	0·10					...	
			Jaydebpur					...								0 40							
		Mymensingh	Kishorganj												0 06	0 10	0·04						.
			Atia (*Tangail*)												0·08	0 18	0 04						
			Mymensingh					.			0 03				0 05	0 07	1·03						
			Jamalpur					..															
			Netrakona								0·06				0·08	0 03							..
			Subarnakhali				. .																
			Durgapur																				
			Sherpur Town				...	...			0 02				0 03		..						
			Diwanganj		..																	.	
			Nalitabari ...							0 0				0 02	0 28								
		Faridpur	Madaripur													0 41							.
			Faridpur																				
			Goalundo												0·26	0 00							
		Backergunge	Patuakhali					...				...			1 60	0·02	0·09						
			Pirojpur		..			.						0 04	1 20	0 27	0 08					..	
			Barisal												0 46	0 20							
			Gaurnadi					...					..		0 86	0·11	0 24		.			...	
			Bhola					..							0·26		0 14						
			Doulatkhan	...		..									0 28		0 10						
			Bauphal												0 70							..	
	Chittagong.	Hill Tippera	Agartala				...	..															
		Tippera	Comilla					.							0 13	0 10	0 30						
			Chandpur												0 75	0·0	0 4						
			Brahmanbaria												0 07	0 03	0 08						
			Ramchandrapur					...															
			Nasirnagar				.	..							0 11	0 10	0·05				.		
			Daudkandi												0 50	0 60					...	...	
			Kasba												0 30	0·30							..
			Laksam					..							0 31	0 12	0 41						
		Noakhali	Noakhali								...	..			0·84		0 17						
			Fenny												0 34	0 04	0·30				...		
			Harishpur .												0 30	..	0 06				.		
			Ramganj									..			0 73	–	0 31						
			Chhagalnaya												0 35		0·33						.
			Hatya										...	...									...
			Lakhmipur			...		0 05						..	1 30		0 17						.
		Chittagong	Cox's Bazar			...							..				0 30						
			Chittagong												0·03		0 03						
			Kutubdia										.										
			Satkania		..																		
			Kodala								..			0·11	0·06						..		.
			Fenoa											0 33									
			Mirsarai		..								..		0 55		0·15						
		Chittagong Hill Tracts	Rangamati										..		0 05		0·10		.				
			Bundarban						..								0 20						.
			Barkal												0 50		0 19				..	..	
[illegible]	Patna.	Patna	Patna						0·25	0 3	0 46												0·08
			Dinapore .						0 41	(3)	0 16												0 11
			Bihar			..			0·05		0 60	..			0 03							0·09	
			Barh					0·10			0 45		..								0·05	0 05	
			Bikram		...																...		
			Hilsa								0 0										..		
		Gaya	Aurungabad					...	...		0 24		0·02		0 03			.			..	0·03	0·18
			Gaya		..		..	...	..		0 55		.		0·27	0 11						0·05	0·22
			Nawada								0·44			0·23	0·08							...	0·26
			Jahanabad		..		..		0·07		0 34		0 02	0·04	0·01							0·02	0·07
			Arwal					..	0·10		0 70		0 05	0 07								0·05	0·07
			Daudnagar				..		..	0 08	0 10		0 06	0·78	0 01							0 04	0·37
			Sherghati				..		..		0 15		...	0 12	0 06							...	0·37
			Rajauli							0 22				0 30			...	...		...		.	
			Pakri Barawan																		0 15		
			Deo						..														
		Shahabad	Buxar						0·45	0·21	0 11						..					0·03	0·12
			Dehri ..					..	.	0 11	0 6			0 40	0·06							0·05	0·17
			Bhabhua							0 67	1 08			0 92				...				0·47	0·25
			Sasaram							0·20	0 07			0·07	0 03		...					0 17	0·30
			Arrah					0·55	0·35	0 45		...			...		..					0 10	.
			Mohanea					0 10	0·50	0·60			0·20					..	..	.		0·20	.
			Ahiri ..					0·15		2·05						0·15			.			0·10	.
			Agsaon		..				0·23		0 72		.		..							...	...
			Ramagar			...			0·25	0 35								. .		..	...	0·08	
			Koath	..	...				0 50	0·20	0 40		0·06									0·17	0·08
			Sikrual																				
			Baskowan					0·08	0·39	1·20			0 28	0·02	...	..	...	..	...		0 30	0·08	..
			Monaharpur						0·28	0·21	0 87		0 08	0·04	..			...		...	..	0 17	0.02
			Chausa ..						0·46	0 30	0·61		..				..			.	.	0·15	..

in Bengal in February 1901—*continued*

21	22	23	24	25	26	27	28	Number of rainy days.	Average number of rainy days.	Total rainfall for the month.	Average rain fall for the month.	Heaviest rainfall during the month.	Total rainfall from 15th Oct. 1900 up to 28th Feb 1901.	Average rain fall from 15th Oct. up to 28th Feb.	Station.	District.	Division.	Meteorological Division.
									?		?			?	Yatung	Tibet	Rajshahi—concluded	NORTH BENGAL—concluded.
								1	1 24	0 65	0 46	0 62	1'49	2'95	Dinhata	Cooch Behar.		
								2	1 21	1 36	0 46	0 95	2'09	2 79	Cooch Behar			
								1	1 18	0 86	0 55	0 86	1 46	3 86	Mekliganj			
								2	1 85	0 81	0 51	0'78	1'85	3 03	Matabhanga			
								2	?	0 91	?	2 01	1 86	?	*Fulbari*			
								Nil	1 28	0 04	0'02	0 03	0 52	2'92	Bhawaniganj (*Gaibanda*)	Rangpur		
								Nil	1 08	Nil	0 43	Nil	0'65	3 37	Rangpur			
								Nil	?	0 04	?	0 04	0 22	?	*Peerganj*			
								Nil	0'90	Nil	0 40	Nil	0'73	2 16	Kurigram			
								Nil	?	Nil	?	Nil	0 38	?	*Gobindganj*			
								1	1 20	0 32	0 57	0 26	0'88	2 69	Bardogra. (*Alphamari*)			
								Nil	0 70	Nil	0 37	Nil	0 94	1 82	Ulipur			
								Nil	?	Nil	?	Nil	0'64	?	*Sundarganj*			
								1	1 58	0 15	1 01	0 15	0'24	4 10	Sherpur	Bogra.		
								1	1 47	0 16	1 00	0 10	0 16	4 10	Nowkhilla.			
									1 46		0 97			3 55	Bogra			
								1	1 32	0 11	0 70	0'11	0 56	2 60	Panchbibi			
								2	1 65	0 76	1 13	0 42	1 70	3 79	Pabna	Pabna.		
								1	1 64	0 36	1 02	0'23	0'95	3 85	Serajganj			
								2	2 13	0 71	1 28	0 53	1'07	5 46	Munshiganj	Dacca	Dacca	EAST BENGAL
								1	1'92	0 48	1'24	0 34	0 82	4 96	Dacca			
								1	2 00	0 41	1 26	0'28	0'73	5 72	Narayanganj			
								3	2 87	0 65	1 30	0 35	0 82	4 30	Manikganj			
								1	1 90	0 40	1 10	0 40	0 70	4 56	Jaydebpur			
								1	1 60	0 20	0 94	0 10	1 32	4 07	Kishorganj	Mymensingh		
								1	1'60	0 30	1 11	0 18	1 16	4 03	Atia (*Tangail*)			
								1	1 50	1 18	1 13	1 03	1 51	4 81	Mymensingh			
								Nil	1 44	Nil	1 07	Nil	Nil	4 11	Jamalpur			
								Nil	1 93	0 17	1 08	0 08	0'31	4 84	Netrakona			
									1 50		0 82			[illegible]	Sulmraakhali			
								Nil	1 40	Nil	[illegible]	Nil		3 37	Durgapur			
								Nil	?	[illegible]	?	0 03	0 14	?	*Sherpur Town*			
									0 50		0 46			2 51	Diwanganj			
								1	?	0 32	?	0'25	0 44	?	*Nalitabari*			
								1	1 76	0 14	1 03	0 44	1 52	4 59	Madaripur	Faridpur		
									2 04		1 40			4 95	Faridpur			
								1	1 79	0 44	1 29	0 35	0 60	4 03	Goalundo			
								1	1 61	1 71	1 26	1 60	4 25	6 07	Patuakhali	Backergunge		
								2	1 92	1 59	1 25	1 20	3 19	5 70	Pirojpur			
									1 51		1 13			5 96	Barisal			
								3	1 50	1'21	1 34	0'86		5 37	Gaurnadi			
								2	1 58	0 40	1 02	0 26	4'95	5 93	Bhola			
								2	?	0 38	?	0'28	1 74	?	*Daulatkhan*			
								1	1 20	0 79	0 80	0 79	3 70	5 12	Bauphal			
								Nil	1 86	Nil	1 05	Nil	0 80	5 58	Agartala	Hill Tippera	Chittagong	
								3	2 10	0 53	0 91	0 30	1 86	5 11	Comilla	Tippera.		
								2	2 20	1 20	1 15	0 75	2 64	[illegible]	Chandpur			
								Nil	2 40	0 18	1 27	0 08	0 82	5 10	Brahmanbaria			
									1 80		0 82			5 00	Ramchandrapur			
								2	2 00	0 26	0 90	0'11		4 88	Nasirnagar			
								[illegible]	1 40	1 10	0 68	0 00	1'60	[illegible]	Daudkandi			
								2	0 60	0 50	0 35	0'30	0 50	4 46	Kasba			
								3	2 00	0 83	1 06	0 41		4 60	Laksam			
								2	1 73	1 01	1 02	0 84	2 50	[illegible]	Noakhali	Noakhali		
								2	2 10	0 67	1 20	0 33	1 27	[illegible]	Fenny			
								1	1 90	0 35	0 71	0 29	2 76	7 54	Harishpur			
								2	1 60	1 04	1 18	0 71	2 55	6 11	Ramganj			
								2	?	0 68	?	0 35	0'82	?	*Chhagalnaya*			
								Nil	?	Nil	?	Nil	0 13	?	*Hatya*			
								2	?	1 52	?	1 10	2 12	?	*Lakhimpur*			
								1	0 96	0 30	0 30	0 30	1'00	6'07	Cox's Bazar	Chittagong		
								Nil	[illegible]	0 06	0 81	0 03	0'10	5 80	Chittagong			
								Nil	0 90	Nil	0 37	Nil	0 18	5 57	Kutubdia			
								Nil	0 40	Nil	0'24	Nil	0 67	[illegible]	Satkania			
								1	1 53	0 17	0 71	0 11	0'79	6 43	Kodala			
									?		?			?	*Fenua*			
								2	?	0 70	?	0 57	1'52	?	*Mirsarai*			
								1	2 35	[illegible]	1 23	0 10	0 63	6'25	Rangamati	Chittagong Hill Tracts		
								1	?	0 20	?	0'20		?	*Bandarban*			
								2	?	0 69	?	0 50	1 34	?	Barkal			
		[illegible]						4	1 12	1 17	[illegible]	[illegible]	3 57	2 67	Patna	Patna	Patna	BIHAR
		0 05						4	1 12	1 32	0 44	0 41	3 82	2 65	Dinapore			
								1	1 50	0 77	0 71	0 60	3 57	2 70	Bihar			
								2	1 34	[illegible]	0 57	0 45	3 13	2 42	Barh			
		0 31						1	1 38	0 21	0'74	0 21	2 80	2 76	Ikram			
								1	1 44	0 50	0 70	0 50	2 75	2 68	Hilsa			
								2	1 40	0 50	[illegible]	0'34	4 90	2 22	Aurangabad	Gaya		
								4	1 35	1 20	0 67	0 55	5 12	2 74	Gaya			
		0'02						3	1 28	1 02	0 41	0'44	4'68	2 40	Nawada			
		0'02						1	1 35	1 18	0 56	0 93	4 64	2 30	Jahanabad			
	0'04							2	1 50	1 08	0 65	0'70	4 64	2 93	Arwal			
	0'09							3	1 10	1'82	0 49	0 78	6 76	2 17	Daudnagar			
0 07								3	1 00	1 03	0 73	0 27	5 28	2 41	Sherghati			
		0'04						2	1 80	0'60	0 74	0 30	3 13	2 76	Rajauli			
								1	1 30	0 16	0 51	0 15		1 88	Pakri Barawan			
								Nil	?		?			?	Deo			
	0'11							3	1 40	1 46	0 50	0 51	5'06	3 01	Buxar	Shahabad		
	0'30							5	1 25	1 65	0 44	0 56	5'87	2 77	Dehri			
	0 70							5	1 44	3 80	0 67	1 08	7 85	3 22	Bhabhua			
	0 11							6	1 48	2 05	0'52	0 67	6 13	2 69	Sasaram			
		0 13						5	1 04	1 57	0 50	0 55	4'75	2 64	Arrah			
·70								6	1 00	2 80	0 54	0 70	7'38	2 68	Mohania			
	0'22							5	?	2 47	?	2 05	5 88	?	*Khiri*			
	0'43							3	?	1 37	?	0 72	3 44	?	*Ageaon*			
·30								3	?	0 88	?	0 36	3'69	?	*Ramnagar*			
	0 22							6	?	2'98	?	0 60	6'29	?	*Koath.*			
									?		?			?	*Sikraul*			
0'49								5	?	2 93	?	1'29	7'67	?	*Bussowan*			
	0'17							5	?	1'94	?	0 87	6 12	?	*Mohkharpur*			
	0'08							4	?	1 70	?	0 46	5 59	?	*Chausa*			

Table of Rainfall recorded at stations

Meteorological Division	Division	District	Station	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
BIHAR—concluded.	Patna—concluded.	Saran	Gopalganj						0 04	0 40						..					.	0·26	
			Siwan			..			0 24	0 19						...				...		0 18	0·07
			Ekma							0·20	0 30		..		..		..	...		...			0·08
			Chapra					0·01	0 16	0 12	0 29	..						..		...		0 09	0·11
			Hathwa	...					0 10	0 50					..							0·05	
			Amnaur						0 10	0 30		...											
			Basantpur					0 08	0 16	0 05								.	..			0·12	
			Darauli				..	0 20	0 24	0 16											..	0·19	
			Bhoreh					..	0 09	0 35	0 01												
		Champaran	Motihari							0 26												0·18	
			Bettiah							0 9				..								0·18	
			Bagaha		..	...		0·04		0 4			..									0·27	..
			Burnurwa						0 05										...	..	..	0 10	
			Ramnagar							0 50												0 11	...
		Muzaffarpur	Sitamarhi							0 09	..						..			..		0·08	
			Muzaffarpur		...			0 01	0 05	0 08										...			0·07
			Hajipur						0 37	0 34	0·20			..									
			Paru																			0 30	..
			Mahua		..																	0 15	
			Shiuhar							0 10						..				..			
			Pupri																			0 08	0·02
		Darbhanga	Tajpur (Samastipur)		..		..		0 00	0·39	0·08												
			Darbhanga						0 01	0 00													...
			Madhubani							0 08													..
			Bahera							0 08		0 04					..		..		..		...
			Roserha								0 20						...	..					
	Bhagalpur	Monghyr	Begusarai						0 10	0 01	0 31	..										0·08	0·00
			Monghyr					..			0 70			0 14	0 16	..					0·0[illegible]		
			Jamui								0 44									..			.
			Gogri								0 32				0 02				..			..	
			Jamalpur		..						0 24												
			Shaikhpura								0 40			0 11	0 10	0·57				..			0·02
			Chakai Bamda		..						0 38												..
			Chupreon								0·06				0 50						..		
			Sidhaur					...			0 10	...									..		
			Kharagpur	..						0 00	0 20												0 01
		Bhagalpur	Madhipura																				
			Bongaon (*Syfabad*)							0 12	0·02										..	..	
			Supaul							0 02													
			Pratapganj								0 13		..	...	0 03	0 03							..
			Bhagalpur			..									0 70								
			Banka													..							
			Colgong								0 16				0 19								
			Bansi							..							0·75	..					
		Purnea	Kishanganj				..				..					0 31							
			Araria								0 04					0 80						0·08	0 0[illegible]
			Purnea							0 03					0 05	0 14		..					
			Gondwara (*Korah*)																				...
			Barsoe							..				..		..							
			Forbesganj				..											...					
			Kaliaganj						..					..	0 06								
		Malda	Malda								0 05												
			Chanchal																				
			Gajol								0 10				0 17	0 09	..	..					
			Sibganj								0 09					0 09					..		
		Southal Parganas	Rajmahal			..		..			0 13		...		0 34	0 02						..	
			Godda								0 13				0 15	0 10			...				
			Pakaur								0 11				0 96	0 27						0·01	
			Naya Dumka								0 09			0 31	0 18	0 09	...						
			Deoghur					..						0 01	1 09	0 28	..						
			Jamtara								..					0 31							
			Mohagama										0 10	0 50	0 19	0 15						0 10	...
			Nanihat											0 20			..						.
			Assenboni												0·45			.	...				
			Katikund						..		0 1[illegible]				0·35	0 18							.
			Madhupur								0·05	..		0 00	0 36			0 13				0 01	
			Sarwan								0 10				0 50	0 15							
			Sarath						0 25						2 00								
			Barkope																				..
			Bhagya										..			0 43		...					
			Mohespare												0·25								.
			Hiranpur	0·92							0·05				0 28	0·02							
			Barharwa		..						0·04							0 54		..		..	
			Sahibganj											0 10									
			Barso																				
ORISSA.	Orissa.	Cuttack	Jagatsingpur													1·77	..		0 47				
			Banki					...								1 15	0 04		0 50				
			Cuttack													2 70			0 00				..
			False Point													3 14	0 08						..
			Kendrapara							.						2 17	0 07		0·17	0·01			
			Jajpur										0 61			3 81							
			Dharmsala												2 45			..					
			Salepur			0 13	0 30					...				2·12	..		0·16				
			Pal Lahara												0 51				1·39				
		Balasore	Akhyapada					..			..		1 50			3 35	0·08						
			Chandbali					...				..				0 82							
			Bhadrak					.								1 00							
			Soro						..			0 88				1 30	0 03	0 06			..		
			Balasore													1·23	0 05		0·15	...			
			Jellasore												0 07	2·93	0 08			..			
			Baripada									0 0[illegible]	0 08			1 82				..			
		Puri	Puri						...							1 58	0·06	0 39	0·04				
			Khurda													2 75				..			..
			Banpur													0·84			0 45		0·05		..
			Gop				...							...	1·30	0·37				.			
			Satpara								...					1 15		0 53	0 12				..
			Pipli											...	..	3·65	0 02			...			..
			Nayagarh													1 08		0·07					.
			Rampur													3 17							
			Kanas				...			...						1·58	0·10						

in Bengal in February 1901—*continued.*

21	22	23	24	25	26	27	28	Number of rainy days	Average number of rainy days.	Total rainfall for the month	Average rainfall for the month	Heaviest rainfall during the month	Total rainfall from 16th Oct. 1900 up to 28th Feb 1901	Average rainfall from 16th Oct up to 28th Feb	Station	District	Division	Meteorological Division
								2	1 30	0 70	0 53	0 40	3 80	2 90	Gopalganj	Saran	Patna—concluded	BIHAR—concluded
								1	1 20	0 68	0 85	0 24	2 78	2 92	Siwan			
								2	?	0 51	?	0 30	2 85	?	*Ekma*			
		0 01						3	1 08	0 13	0 46	0 46	3 93	2 65	Chapra			
								4	?	0 09	?	0 35	3 22	?	*Hathwa*			
								2	?	0 45	?	0 0	2 74	?	*Amnaur*			
								1	?	0 20	?	0 16	2 64	?	*Basantpur*			
								4	?	0 72	?	0 24		?	*Darauli*			
								2	?	0 61	?	0 35	3 74	?	*Bhoreh*			
				0 25				2	1 17	0 51	0 45	0 28	3 35	2 31	Motihari	Champaran		
								2	1 25	0 57	0 71	0 39	3 56	2 10	Bettiah			
								2	1 40	0 6?	0 ??	0 45	3 5?	2 79	Bagaha			
								1	1 10	0 93	0 41	0 27	3 31	2 47	Burhurwa			
								2	?	0 60	?	0 50	4 34		*Ramnagar*			
									1 20		0 41			2 2	Sitamarhi	Muzaffarpur		
		0 02						Nil	1 32	0 14	0 48	0 06	2 1?	2 01	Muzaffarpur			
								3	1 79	0 80	0 ?1	0 34	2 60	?5	Hajipur			
									1 20		0 46			1 89	Paru			
									1 30		0 5			2 91	Mahua,			
								2	0 80	0 25	0 35	0 15	2 00	0??	Shuhar			
									0 81		0 43			3	Pupri			
								1	0 ??	0 1	0 49	0 20	2 21	31	Tajpur (Samastipur)	Darbhanga		
								1	1 32	0 10	0 41	0 00	2 01	13	Darbhanga			
								Nil	0 96	0 08	0 ?2	0 08	1 82	2 ??	Madhubani			
								Nil	1 11	0 12	0 39	0 09	2 01	1 71	Bahera,			
								1	1 10	0 20	0 81	0 20	1 5	1 07	Rosera			
		0 06						1	1 5?	0 7	0 70	0 31	3 40	? 91	Begusarai	Monghyr	Bhagalpur	
		0 09						1	1 6?	0 ?1	0 ?9	0 20	2 ?4	41	Monghyr			
								3	1 41	0 89	0 74	0 43	4 3	32	Jamui			
								1	1 20	0 39	1 21	0 3?	2 ??	2?	Gogri			
								1	?	? 2	?	0 ?4	?8		*Jamalpur*			
								1	0 81	0 40	0 47	0 40	2 11	1 ??	Shaikhpura			
		0 14						?		1 41	?	0 57	4 04	?	*Chakai Hamda*			
								Nil	?	0 06	?	0 0?	1 81	?	*Chu? reon*			
		0 48						3	?	1 14	?	0 60	4 31	?	*??thaur*			
								1	?	0 ?	?	0 ?0	2 ?0	?	*Khargpur*			
								Nil	1 3?	0 10	0 ?	0 03	1 81	? 1	Madhipura	Bhagalpur		
									?		?				Bongaon (*Sufibad*)			
		0 01						1	1 04	0 1?	0 40	0 12	1 ??	? ?	Supaul			
									1 01		0 31			2 ?	Protabganj			
		0 30						1	1 44	0 19	0 6	0 13	1 83	2 ?	Bhagalpur			
	0 1?							2	1 16	1 01	0 ?7	0 70	2 ??	71	Banka			
	0 1?							1	1 61	0 1?	0 ?	? ??	1 6?	10	Colgong			
								3	?	0 ?	?	0 16	1	?	*Bansi*			
								1	1 33	0 5	0 18	0 75	1 ?1	2 ??	Kishanganj	Purnea		
								1	1 13	? 31	0 1	0 1	1 1?	1	Araria			
								1	1 20	0 84	? 51	0 40	2 2?	?	Purnea			
								1	0 ??	0 2?	0 18	0 14	1 ??	1 ?0	Gondwara (Korah)			
								Nil	?	Nil	?	Nil	Nil	?	*Bar?u*			
								Nil	?	Nil	?	Nil	0 70	?	*Forbesganj*			
								Nil	? ?	Nil	0 ??	Nil		1 ?	Kaliaganj			
								Nil	1 2	0 ??	0 61	0 06	1 ?	3 ??	Malda	Malda		
								Nil	1 83	0 05	0 71	0 15	1 ??	? 1	Chanchal			
								Nil	? 41	Nil	0 46	Nil	? ??	1 ?	Gajol			
								2	1 ??	?0	? 70	0 17	1 0?	??	Sibganj			
		0 0?						Nil	1 13	?	0 11	0 ?	1 ??	1 8	Rajmahal	Sonthal Parganas		
		0 15						3	1 31	0	0 ?	??	??	??	Godda			
		0 02						3	1 11	0 41	? 5	0 1?	1 43	?	Pakaur			
	0 03							3	1 6?	0	0 9	0 30	? ?	? 1	Naya Dumka			
	? 08								1 80		0 7			?	Deoghur			
	0 10	0 0						3	1 31	1 3	0 ?	1 09	2 0	? 31	Jamtara			
									?		?			?	*Maheshpur / Pagama*			
	0 10	0 01						?	1 2?	1 ??	0 0	0 ?0	2 0?	3	Nunihat			
								?	?	0 31	?	0 20	1 2?	?	*Jarmundi*			
	0 10							1	?	0 ?	?	0 ??	1 81	?	*Kathikund*			
	0 51								?		?			?	*Mahespur*			
		0 09						4	?	0 01	?	0 60	3 ?	?	*Sarwan*			
		0 ?						4	?	0 83	?	0 ?0	? ??	?	*Sarath*			
								2	?	0?	?	2 00	3 ?	?	*Bhikpa*			
								Nil	?	Nil	?	Nil	1 ?	?	*Bhagaya*			
								1	?	? 41	?	0 13	2 11	?	*Mahespur*			
								?	?	1 17	?	0 2?	2 0?		*Hiranpur*			
								1	?	0 ?	?	0 ?3	1 57	?	*Barharwa*			
								1		?	?	0 ?	1 0?	?	*Sahibganj*			
	0 16							2	?	0 ??		? 16	? ??	?	*Baro*			
								2	0 ?2	2 ?	0 7	1 77	3 ??	? ??	Jagatsingpur	Cuttack	Orissa	ORISSA
								?	1 31	1 9?	0	1 43	2 ??	?	Banki			
								1	1 ?3	2 ?3	0 61	2 76	4 ??	? ??	Cuttack			
								1	1 4	3 2	0 80	3 14	8 16	? ?	False Point			
								2	1 3?	3 41	0 8?	2 17	4 71	6 83	Kendrapara			
								2	1 52	3 0	1 08	? 31	6 ?2	6 41	Jajpur			
								3	0 ?0	? ??	0 ??	2 15		14	Dharmsala			
									0 90		0 41			? 4	Balipore			
									?		?				*Pal Lahara*			
								2	1 30	1 7?	0 07	3 25	6 ??	4 ??	Akhyapada	Balasore		
								1	1 33	0 8?	0 07	0 82	3 ??	6 ??	Chandbali			
									1 96		1 23			?0	Bhadrak			
								2	1 ?2	2 1?	1 30	1 30	? 22	? ??	Soro			
									2 3		1 31			? 83	Balasore			
	0 20	0 13						1	1 73	3 0?	1 10	2 93	5 14	? 68	Jellasore			
								3	1 8?	2 ??	0 80	1 6?	5 ?3	? 0?	Baripada			
								2	1 1	2 25	0 78	1 88	6 19	? ?	Puri	Puri		
									1 21		0 5?			0 ??	Khurda			
								3	2 00	1 ??	1 31	0 64	6 17	8 ?	Banpur			
								2	1 ?0	1 67	0 61	1 10		1 18	Gop			
								3	?	1 ?0	?	1 15	4 ??	?	*Satpara*			
		0 01						1	0 90	3 68	0 38	3 65	7 4?	0 ?3	Pipli			
								1	?	1 75	?	1 69	2 9?	?	*Nayagarh*			
								1	?	3 17	?	3 17	5 ?3	?	*Ranpur*			
									?		?			?	*Kanas*			

Table of Rainfall recorded at stations

Meteorological Division	Division	District	Station	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
CHOTA NAGPUR.	Chota Nagpur	Hazaribagh	Pachamba (*Giridih*)								0 25			0 03	0 51	0 00		0 02	...		...		0·08
			Hazaribagh								1·24				0 14	0 73	0 24	0 06					0 12
			Barhi						0·56					0·27	0 59	0 03	0 10						0 10
			Chatra								1 27			0·26	0 16							0·15	..
			Kharagdiha								0 15		0 50					0 30	0·25				
		Ranchi	Ramgarh							0·19			0 30	0 65	0 18							0 03	0·06
			Lohardaga								0 40		0 02	0 91	1 38	0 34	0 37	0 07		0 05		0 06	0·10
			Ranchi						...		0 12			1 16	1 37	0·21	0·21	0 31		0 31		0·06	0·05
			Silli											0 56	1 06	0 32		0 42	..	0 23			0·10
			Palkot											0 44	1 02	0 32				0·21			0·09
			Bano									1 10		1 62	0 62				0 60				..
			Tamar				..						0 15	0 60	2 53	1 96	0·15	0 05			0·03	..	..
			Kurdeg											0 90	0 30		..						0 68
			Chainpur								0 90			0 80	0 60	0 10				0 30			0·24
			Sirguja	1·00	0 50	0·50	0 20		..	2 30	0 50			...									
			Jashpur													1·00			0 07	0·02	0 19	0·39	1 12
			Gangpur ..																				
		Palamau	Palamau (*Daltonganj*)								0 90			0 10	0 16			...				0 12	0 29
			Balumath	..						0 50					1 10			..					
			Husainabad											0 30							0 30	0 30	0·20
			Garhwa	...					..		0 56												0·15
			Mahuadanr																				
			Panki								0 44			0 10	0 32							..	
			Latehar						..		0 58	..			0 33								0·09
			Nagarutari								0·49			0·14	0 03		..			..		0·17	0·16
			Ranka						..		0 92			0 10	0 25	0 05					..	0 15	0·15
			Chattarpur				..			0 35			..	0 10							...	0 35	
		Manbhum	Purulia									..		0 19	1·12	0 05	..		...				...
			Gobindpur											0 08	0 85	0 25		..					
			Raghunathpur			..									0 50	0 40							
			Barahabhum			..					.			1 00	3 30	1 20					...		..
			Jhalda											0 42	1 55	0 47		0 70		0·01			
			Chas								0 08			0 07	1 17								
			Pandra											0 03	0 60	0 30		0 40	..				
		Singhbhum	Chaibassa										0 02	0·02	0·98	1 50	0 13	..		0 09	0·04		
			Chakradharpur								..				0 59	1 15	0·43			0 04			
			Ghatsila								...			0·05	1 30	2 10				..		..	
			Baharagura			...									1 07	1 28				..			
			Gaikura ..												1 00	1 12				0 10	0 12		
			Kalikapur			..								0 47	0 18	0 10	0 12	0 36	0 10		..		..
			Manoharpur									.	0·08		1 06	1 12				0·22			
			Kaibari						..		...			0 45	1 18	2 07	0 07		.	0 10			
			Seraikela																				
			Kharswan			..					..			0 52	1 02	0 23	0 40						
		Orissa Tributary Mahals	Keonjhar ...									1 00			1 25			0 93	0 25				
			Anandpur ..																	...			
			Talcher												2 60			0·10					
			Narsingpur				...					0 22			2 27				0·07				
			Angul			...							0 08			2 86			0 11				
			Dhenkanal																				
			Bishpara													1 16	0 08	..	0 11	0 26			
			Kunjabangarh													2 30							
			Baramba			..										1 80			0 02			..	..
			Baisanga ..			..									...	5 00			0 01				.

in Bengal in February 1901—*concluded*

21	22	23	24	25	26	27	28	Number of rainy days.	Average number of rainy days.	Total rainfall for the month.	Average rainfall for the month	Heaviest rain fall during the month	Total rainfall from 16th Oct 1900 up to 28th Feb 1901	Average rainfall from 16th Oct up to 28th Feb	Station	District	Division	Meteorological Division.
	0 15	0 07			..			3	1 60	1 15	0 82	0 51	4 41	2 9[illegible]	Pachamba (*Giridih*)	Hazaribagh	Chota Nagpur	Chota Nagpur
	0·24				..			6	1 81	2 77	0 82	1·24	6 89	3 1[illegible]	Hazaribagh			
	0 13	0 05							1·70		0 75			2 96	Barhi			
0·02	0 25			..		..		5	1 80	2 34	1 16	1 27	6 94	3 3[illegible]	Chatra			
									2 10		0 99			2 79	Kharakdiha			
0 04	0 41		...	..				5	1 40	1·80	0 90	0 65	3 18	3 90	Ramgar			
	0 46	0 07						7	1 75	4 30	0 86	1 38	9 55	3 [illegible]	Lohardaga	Ranchi		
0 15	0 30							9	2 12	4 24	1 21	1 37	7 57	3 5[illegible]	Ranchi			
	0 30	0 22						8	0 67	3 21	0 16	1 09	7 18	1 0[illegible]	Silli			
0 11	1 21	0 04						5	?	3 44	?	1 21	9 66	?	*Talkot*			
0·95	0 42	..						5	?	4 80	?	1 62		?	*Bano*			
1 15	0 09	0 01							?	6 72	?	2 53		?	*Tamar*			
0 55	0·44		..					5	?	2 87	?	0 90	7 83	?	*Kurdeg*			
...	0·70	0 10						8	?	3 14	?	0 00		?	*Chainpur*			
1 00	0·20							8	1 62	6 20	1 20	2 30		4 12	Sirguja			
0 16								5	1·70	3 01	0 96	2 46	12 38	5 00	Jashpur			
									1 23		0 96			3 53	Gangpur			
	0 16							6	1 38	1 03	0 40	0 90	7 12	2 73	Palamau (*Daltonganj*)	Palamau		
		0 30						3	1 50	1 90	0 73	1 10	7 54	3 21	Balumath			
					..			4	1 10	1 10	0 47	0 30	8 80	2 66	Husainabad.			
	0 07							4	1 40	0 58	0 55	0 36	5 05	3 04	Garhwa			
									?		?			?	*Mahuadanr*			
0·36	0 51							5	?	1 63	?	0 51	6 45	?	*Panki.*			
	0 50							4	?	0 39	?	2 50		?	*Latehar*			
	0 01							4	?	0 94	?	0 43	7 00	?	*Vagarutari*			
..	0 50							6	?	2 12	?	0 92	8 59	?	*Ranka*			
	0 05	..						3	?	0 85	?	0 35		?	*Chatterpur*			
	0 13	0 13						5	1 96	2 58	1 14	1·12	6 42	3 15	Purulia	Manbhum		
	0 18	0 04						3	2 00	1 40	1 02	0 85	3 03	3 1[illegible]	Gobindpur			
	0 12			..		..		3	1 50	1·32	0·71	0 80	2 12	2 59	Raghunathpur			
	0 40							4	1 40	5 00	0 85	3 30	9·03	2 98	Barahabhum.			
0 04		0 27	0 12					6	1 78	3 58	0 89	1 55	6 88	2 48	Jhalda			
	0 22								1 44		0 55			2 60	Chas			
0 10	0 03							4	?	1 45	?	0 60	2 92	?	*Pandra.*			
	0 60	0 15	0 02					5	1 65	4 05	0 97	1 80	10 34	3 [illegible]	Chaibassa	Singhbhum		
0 15	0 52	0 18	..					6	1 40	3 06	0 05	1 15		3 38	Chakradharpur			
	0 55	0 05		..				3	1·30	4 14	1 03	2 10	8 98	3 [illegible]	Ghatsila			
	0 32	0 09						3	0 80	2 70	0 80	1 28	6 79	[illegible] 21	Baharagura.			
	0 65	0 40							?		?			?	*Galikura*			
	0 27							7	?	1 60	?	0 47	8·28	?	*Kalikapur*			
	1 02	0 31						5	?	3 81	?	1 12	8 05	?	*Monahorpur*			
	0 36	0 19						6	?	4 41	?	2 07	8 65	?	*Katbari*			
									?		?				*Seraikella*			
	0 46	0 11	0 05			..		6	?	2 70	?	1 02			*Kharswan*			
3·15				..				5	1 50	0 58	0 62	3·15	10 73	3 58	Keonjhar	Orissa Tributary Mahals		
									?		?			?	*Anandpur*			
0 50	0 02							8	1 40	3 28	0 96	2 60		3 58	Talchar			
		0 00							1·00		0 35			4 14	Narsingpur			
	0 51							4	1 40	4 26	0 94	2 86	7 73	4 56	Angul			
									1 47		0·74			4 39	Dhenkanal.			
0 85	0 82	0 08	0·04	0 05	...			5	1 00	2 95	0 31	1 16	8 93	4 22	Bishpara			
							...	1	0 67	2 30	0 30	2 30	3 42	4 23	Kunjabangarh			
		.						1	?	1 82	?	1 80	2 65	?	*Baramba.*			
	0 09	0·01	..					1	?	5 11	?	5 00	8 35	?	*Baisanga*			

SUMMARY OF THE METEOROLOGICAL AND RAINFALL OBSERVATIONS TAKEN IN BENGAL, AND OF THE METEOROLOGICAL OBSERVATIONS TAKEN IN ASSAM, FOR THE MONTH OF FEBRUARY 1901

As in January, the rainfall distribution during February differed considerably from the normal Compared with the normal, the falls were much heavier in the western districts, more especially the south-west, than in East and North Bengal Along with this comparatively heavy rainfall, temperature was below the normal in Orissa and Chota Nagpur, while towards the north-east, where rainfall was deficient, high temperatures for the season were recorded In East Bengal mean excess was 2 6°, in North Bengal 3°, and in Assam 2 2°

The weather conditions during the early part of the month in Bengal were similar in character to what prevailed over Northern India, and were probably connected with changes occurring over a wide area The most noticeable feature was the low pressure in the north-west and exceptionally high temperature, which was slowly transferred eastward, and was most marked in Bengal in the early part of the second week This wave of high temperature was, as usual, followed by one of low temperature, which, in the absence of other influences, would probably have affected the Province in the third week But a rise of pressure, which began about the 12th in Assam and the eastern districts, caused the formation of a small depression over the western districts This depression had an important influence on weather over the greater part of the Province, and as it moved southward over the Bay gave general, and in some cases heavy, rainfall at most of the coast stations, as well as in South-West Bengal, Orissa and Chota Nagpur

The greater part of the rain which fell during the month occurred along with this disturbance, and the extent to which weather was affected by it in the west as compared with the east of the Province is shown by the average falls for the various divisions Chota Nagpur received on an average 2 69, Orissa 2 49 and South-West Bengal 1 71 inches, while in Bihar and East and North Bengal the total fall was 7 and 5 inch, respectively

Other periods of showery weather occurred, but the falls were both lighter and less general than during the above disturbance Fairly general showers fell in Bihar between the 6th and 8th, and again about the end of the 3rd and beginning of the fourth week On the latter occasion these scattered showers extended to South West Bengal, and a few fell in Orissa In Chota Nagpur showery weather was more or less general from the 8th to the 23rd, as that division was more directly under the influence of the three disturbances than any other part of the Province.

The rise of pressure which began about the middle of the month and forced the area of low pressure southwards over the Bay continued until a rather large excess had accumulated Along with this excess there was a steep gradient over the Province and the Bay, from north to south, of the cold season type accompanied by northerly winds and low temperature This arrangement of pressure and winds is usually followed by fine settled weather, and such weather prevailed throughout the latter half in the east of the Province In the western districts there was a short interruption when the light scattered rain fell between the 21st and 23rd

At the beginning of the month pressure was highest in Bihar and lowest in the south-east of the Bay with a gradient somewhat steeper than is usual at that time of the year The variation from the normal was small at all stations, ranging from excess of 04 inch in Chota Nagpur to defect of 04 inch in the south of Burma Temperature was then high in the north and west of the Province, probably owing to the same causes as at that time gave rise to the exceptionally high temperature prevailing in Western India Pressure began to fall on the 2nd and a moderate to brisk fall continued till the 4th, when considerable differences were shown in the western districts, with a shallow depression over Bihar Winds remained westerly and temperature steadily increased, excess being in places as much as 8 to 10°, but the general weather was little affected On the 6th a rapid rise of pressure occurred in the east, and the shallow depression over Bihar which had been filling up on the 5th became better defined, and caused fairly general rainfall, chiefly in the extreme west This unsettled weather continued in the western districts till the 8th, and the depression then moved eastward towards Assam, without, however, giving any rainfall in the east of the Province The high temperature continued in all districts, and the eastward movement of the wave of high temperature having continued, the greatest excess on the 8th was 12 in North Bengal From there it diminished southward and westward, but was nowhere under 5° except in the south of Orissa

On the 9th winds were westerly at all inland stations, but they had become south-westerly on the Orissa coast, and after irregular changes of pressure on the 10th a shallow depression, with a cyclonic circulation, formed over the south-west of the Province The depression developed on the 11th, and light rain was fairly general in South-West Bengal and Chota Nagpur, but it was after pressure had begun to rise in the east that the general heavy rain commenced The rise of pressure was moderate on the 12th and 13th, and on the latter date the area of lowest pressure was in the south-west of the Bay, and heavy rain was falling on the west coast from Saugor Island southwards as far as Masulipatam Light variable winds prevailed in the west of the Province and showers continued fairly general

On the 14th the most noticeable feature was the heavy rainfall in Burma, due probably to the movement in that direction of a part of the depression Pressure was still lowest in Madras Scattered rainfall was falling at both east and west coast stations, but on the 15th a rapid recovery of pressure in the north caused a steeper gradient over the Province and the Bay with a more regular northerly winds, and weather became more settled.

During the cloudy rainy weather which had been caused by the disturbance,] day temperature had fallen and the high means were no longer general. As pressure increased and northerly winds set in, the temperature fell at night, and comparatively cool weather

prevailed for some days in the western districts. There still remained some excess in the east, and during the third week the excess became more general and increased in places to as much as 6°

Owing to the irregular changes of pressure on the 20th and 21st weather again became slightly disturbed in the west of the Province with light scattered rainfall The recovery began in the east on the 22nd, and a brisk to rapid rise of pressure was general over the Province on the 23rd, after which there was again a steep pressure gradient with northerly and north-westerly winds over both the land and sea area When these northerly winds became established, the wave of low temperature, which had been stationary over Western India for some time previous, moved rapidly eastward, and was over Bengal during the latter days of the month On the 25th defect varied from 12° in Chota Nagpur to 3° in the extreme east of the Province, and on the 28th from 8° in Lower Bengal to 3° in the northern districts During these closing days fine cloudless weather with north-westerly winds prevailed over the whole area

Pressure was more unsteady than usual, the oscillations even during settled weather being considerable in amount In the early part of the month it was slightly below the normal, and relatively high over the Bay—an arrangement which probably gave rise to the southerly winds and high temperature which were noticeable features at that time After the disturbance about the middle of the month it rose and remained high over the Province, at times by large amounts As the defect in the early days was small and the excess in the latter half was occasionally large, the mean pressure for the month was above the normal in all districts by amounts varying from ·04 inch in the north and west to ·02 inch in the south-east.

Temperature was high in the east of the Province during a great part of the month, and the low temperature, which became established in the western districts after the disturbance at the end of the second week, did not extend eastward till the dry north-westerly winds became general over the whole area about the 23rd Previous to that disturbance high temperature prevailed, and at times excess was large as stated above The mean variation from the normal in maximum temperature for the month ranged from excess of 4° in the south of Assam to defect of 5° at Hazaribagh and Gaya, but mean minimum temperature was above the normal at all stations, except a few in the extreme south This excess was greatest in the central districts, and at some stations was as much as 6°

On an average for the divisions excess was 3° in North Bengal, 2°·6 in East Bengal, 2°·2 in Assam and 1° in Bihar and South West Bengal In Orissa and Chota Nagpur there was a small defect, the excess in night temperature counterbalancing to a large extent the defect in the day temperature

Rainfall—Three periods of showery weather occurred, the most important of which was the one about the middle of the month, when heavy rain fell over the south-west of the Province and extended southwards to both the east and west coasts of the Bay In all three cases the falls were more general and heavy in the west than in the eastern districts, both East and North Bengal receiving considerably less than the normal amount for the month

Chota Nagpur received on an average 2·7 inches, Orissa 2·5 and South-West Bengal 1·7, while in East and North Bengal and Bihar the average fall was considerably under 1 inch The excess in Chota Nagpur and Orissa was 1·87 and 1·66 inches, respectively, in South-West Bengal ·61 inch and in Bihar ·15 inch. In North Bengal there was defect of ·22 inch and in East Bengal of ·45 inch

The following table gives the summary of the temperature and rainfall data of each of the seven meteorological divisions of the Province for the month of February 1901 —

METEOROLOGICAL DIVISIONS	TEMPERATURE						RAINFALL							
	Highest observed during month	Lowest observed during month	Averages for month			Average mean of month above or below normal mean of month	Of month			Rainy days			Since 16th October 1900	
			Of highest of each day	Of lowest of each day	Of mean for each day		Average	Normal average	Variation	Average number in month.	Normal average number in month.	Variation	Average	Normal average.
South-West Bengal	80·6	49·3	80·9	61·1	71·0	+0·7	1·71	1·10	+0·61	2·57	1·66	+0·91	3·04	4·07
North Bengal ..	88·2	42·9	79·[illegible]	55·9	67·5	+3·0	0·[illegible]	0·65	−0·22	0·97	1·24	−0·27	1·14	2·91
East Bengal ...	92·5	46·3	83·1	59·5	70·8	+2·6	0·[illegible]	0·9[illegible]	−0·45	1·17	1·62	−0·45	1·69	5·24
Bihar	89·2	42·9	76·4	56·[illegible]	66·3	+1·0	0·[illegible]1	0·56	+0·15	1·80	1·20	+0·60	3·13	2·46
Orissa	92·4	52·5	83·0	65·1	74·1	−0·8	2·1[illegible]	0·8[illegible]	+1·6[illegible]	1·75	1·40	+0·35	5·47	6·20
Chota Nagpur* ...	89·1*	40·1*	75·7*	58·1	66·7*	−0·3*	2·60	0·82	+1·57	4·57	1·54	+3·03	6·73	3·08
Assam	90·5	47·9	78·5	56·4	67·7	+2·2								

* Purulia and Daltonganj not included

METEOROLOGICAL OFFICE, BENGAL, C. LITTLE,

The 19th March 1901 *Meteorological Reporter to the Govt. of Bengal.*

Results of the Meteorological Observations taken at the Alipore Observatory from 10th to 16th March 1901

Month	Date.	Maximum in sun	Number of hours of bright sunshine.	Mean pressure barometer at 32° Fahr	Temperature				Hygrometry				Wind		Rain.	Weather.
					Mean.	Maximum	Range	Minimum.	Mean wet bulb.	Vapour tension	Dew point.	Humidity	Prevailing direction	Miles recorded.		
		°		Inches	°	°	°	°		Inch		%			Inches	
Mar.	10th	143 8	9 8	29 990	76 2	87 9	21 7	66 2	65	0 486	58 2	56	NE and NNW	115	Nil	Clear.
,,	11th	141 6	8 6	950	75 0	89 2	26 8	62 4	61 6	472	57 4	58	NNW and NW	Ŕ8	,,	Clear
,,	12th	145 9	9 8	920	75 1	91 0	29 6	61 4	64 1	465	56 9	56	NNW and NW	101	,,	Clear, ⌂
,,	13th	145 6	9 9	896	77 1	93 7	30 5	63 2	65	187	58 2	57	SW by W and WSW	94	,,	Clear, ⌂
,,	14th	146 8	9 8	905	77 8	92 3	27 5	64 8	65 7	475	57 5	53	NNW and Variable	98	,,	Clear
,,	15th	139 8	9 7	910	79 6	92 9	25 7	67 2	69 3	579	63 1	57	SW by W and Variable	61	,,	Clear
,,	16th	1′4 6	8 4	924	81 5	93 2	22 2	71 0	72 0	658	66 5	61	SW and WSW	113	,,	Chiefly clear

	Inches
The mean pressure of the seven days .	29 932
The average pressure of the corresponding period for 24 years, Surveyor-General's Office	29 835
	Hours
The total number of hours of bright sunshine	66 0
The maximum possible number of hours of sunshine	83 4
The mean temperature of the seven days	77 5
The average temperature of the corresponding period for 24 years, Surveyor-General's Office	79 7
The extreme variation of temperature	32 3
The maximum temperature	93 7
	Miles
The highest velocity of the wind in one hour	14
	%
The mean relative humidity	57
The average relative humidity of the corresponding period for 24 years, Surveyor-General's Office	68
	Inches
The total fall of rain from 10th to 16th March 1901 .. .	Nil.
The average fall of the corresponding period for 24 years, Surveyor-General's Office	0 19
The total fall from 1st January to 16th March 1901	3 26
The average fall of the corresponding period for 24 years, Surveyor-General's Office	2 37

The mean pressure, temperature, &c., are deduced from the traces of the Barograph and Thermograph, and from eye observations

The maximum and minimum temperatures are obtained from self-registering thermometers All the thermometers are verified and the readings have been corrected to a standard constructed and verified at the Kew Observatory They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground.

The barometer readings are corrected approximately to those of the standard, Newman's No 86, formerly at the Surveyor-General's Office

The hygrometric elements are obtained from Tables III, IV, and V of the official tables computed in the Meteorological Office, and based on Regnault's modifications of August's formula

The directions and the movement of the wind are taken from the trace of a Beckley's anemograph

The mouth of the rain-gauge is one foot above the ground.

⌂, dew.

METEOROLOGICAL OFFICE, GOVT OF INDIA,
Alipore (Calcutta), the 18th March 1901

G. W KÜCHLER,
For Meteorological Reporter to the Govt. of India and Director-General of Indian Observatories

Vital Statistics of the Districts of Bengal for the month of December 1900

Divisions	Districts	Population under registration	BIRTHS. Number registered	BIRTHS. Ratio per 1,000 of population per annum	DEATHS. Cholera. Number registered	Cholera. Ratio per 1,000 of population per annum	Small-pox. Number registered	Small-pox. Ratio per 1,000 of population per annum	Fever. Number registered	Fever. Ratio per 1,000 of population per annum	Dysentery and Diarrhœa. Number registered	Dysentery and Diarrhœa. Ratio per 1,000 of population per annum	Injury. Number registered	Injury. Ratio per 1,000 of population per annum	Other causes. Number registered	Other causes. Ratio per 1,000 of population per annum	Total of all causes. Number registered	Total of all causes. Ratio per 1,000 of population per annum	Average of corresponding month of previous five years. Number registered	Average. Ratio per 1,000 of population per annum	Remarks.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Burdwan	Burdwan	[illegible]	[illegible]	35 16	[illegible]	10 68	[illegible]	06	[illegible]	39 48	[illegible]	1 44	[illegible]	12	[illegible]	7 80	[illegible]	59 76	[illegible]	37 24	
	Birbhum	[illegible]	[illegible]	44 28	[illegible]	10 90			[illegible]	26 40	[illegible]	12	11	12	[illegible]	8 15	[illegible]	46 84	[illegible]	30 12	
	Bankura	[illegible]	[illegible]	39 76	[illegible]	24	[illegible]	72	[illegible]	21 13	[illegible]	36	4	12	[illegible]	6 00	[illegible]	[illegible]	[illegible]	23 52	
	Midnapore	[illegible]	[illegible]	39 00	[illegible]	2 16	[illegible]	84	[illegible]	27 96	[illegible]	96	1	12	[illegible]	[illegible]	[illegible]	40 20	[illegible]	34 08	
	Hooghly including Serampore	1 034 [illegible]	[illegible]	33 84	2	2 59	[illegible]	36	[illegible]	34 84	[illegible]	2 52	[illegible]	12	[illegible]	6 48	[illegible]	52 20	[illegible]	43 84	
	Howrah	[illegible]	[illegible]	43 56	[illegible]	10 50	[illegible]	24	13	[illegible]	[illegible]	9 04	[illegible]	48	[illegible]	12 48	[illegible]	57 36	[illegible]	41 64	
Presidency	24-Parganas	[illegible]	[illegible]	[illegible]	1	[illegible]	[illegible]	24	1	[illegible]	7	1 40		36	[illegible]	5 40	[illegible]	43 80	[illegible]	41 04	
	Calcutta	[illegible]	[illegible]	16 80	1	2 64	15	3 12	[illegible]	17 16	[illegible]	9 24	[illegible]	48	[illegible]	24 74	[illegible]	57 72	[illegible]	42 72	
	Nadia	[illegible]	[illegible]	43 56	[illegible]	10 32	11	07	[illegible]	[illegible]	[illegible]	12	24	12	[illegible]	4 68	[illegible]	60 12	[illegible]	47 76	
	Murshidabad	[illegible]	[illegible]	50 76	6	8 98			[illegible]	45 00	15	12	14	12	[illegible]	5 40	[illegible]	59 04	[illegible]	36 96	
	Jessore	[illegible]	[illegible]	42 48	1	6 36	3	01	[illegible]	45 36	6	03	[illegible]	24	[illegible]	4 56	[illegible]	[illegible]	[illegible]	52 04	
	Khulna	[illegible]	[illegible]	54 24		7 08			[illegible]	37 80	[illegible]	36	4	36	[illegible]	14 52	[illegible]	60 50	[illegible]	53 64	
Rajshahi	Rajshahi	[illegible]	[illegible]	54 84	[illegible]	7 36	2	01	[illegible]	44 88	11	08	[illegible]	24	41	3 36	[illegible]	56 28	[illegible]	52 68	
	Dinajpur	[illegible]	[illegible]	44 52	[illegible]	2 52			[illegible]	61 92	11	08	[illegible]	07	[illegible]	3 24	[illegible]	67 92	[illegible]	55 04	
	Jalpaiguri	[illegible]	[illegible]	34 92	33	48	[illegible]	12	[illegible]	49 68		36	13	12	[illegible]	84	[illegible]	51 96	2,314	40 68	
	Darjeeling	[illegible]	[illegible]	43 08	1	04	14	[illegible]	[illegible]	29 40	[illegible]	3 24		04	[illegible]	6 24	[illegible]	39 84	73	39 36	
	Rangpur	[illegible]	[illegible]	[illegible]	[illegible]	05	[illegible]	03	[illegible]	47 64	[illegible]	12	15	08	[illegible]	96	[illegible]	49 92	[illegible]	52 56	
	Bogra	764,461	[illegible]	54 24	7	1 08		07	[illegible]	[illegible]	1	12	11	12	[illegible]	4 56	[illegible]	48 84	[illegible]	46 80	
	Pabna	[illegible]	5 743	50 32	[illegible]	2 40			[illegible]	[illegible]		12	14	12	9	1 20	[illegible]	42 60	[illegible]	59 16	
Dacca	Dacca	[illegible]	[illegible]	62 28	[illegible]	13 20	[illegible]	03	[illegible]	34 80	[illegible]	3 84	[illegible]	12	[illegible]	11 64	[illegible]	63 96	[illegible]	54 00	
	Mymensingh	[illegible]	[illegible]	58 20	[illegible]	18 36	[illegible]	12	[illegible]	30 72	[illegible]	72	[illegible]	12	[illegible]	6 60	[illegible]	[illegible]	[illegible]	43 44	
	Faridpur	[illegible]	[illegible]	[illegible]	[illegible]	11 88	[illegible]	01		49 68	[illegible]	60	[illegible]	12	1	[illegible]	1	[illegible]	[illegible]	68 76	
	Backergunge	[illegible]		54 40	[illegible]	13 00		02	[illegible]	[illegible]		36	[illegible]	4		18 72		67 32	31	64 44	
Chittagong	Tippera	[illegible]	[illegible]	[illegible]		11 34			[illegible]	[illegible]	1	84	[illegible]	12	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	40 44	
	Noakhali	[illegible]		60 40	[illegible]	8 88	4	03		[illegible]		4	4	24	[illegible]	[illegible]	4	[illegible]	[illegible]	48 84	
	Chittagong	[illegible]	44	41 52		1 44			[illegible]	[illegible]		24	3	24	8	[illegible]	4	59 00	[illegible]	42 76	
	South Lushai Hills																				Not under registration.
Patna	Patna	[illegible]	[illegible]	[illegible]	6	36	[illegible]	09	[illegible]	25 68	[illegible]	6 24	[illegible]	24	[illegible]	18 60		51 60	[illegible]	26 64	
	Gaya	[illegible]	[illegible]	41 16	[illegible]	12	[illegible]	36	[illegible]	30 96	54	24	4	[illegible]	[illegible]	4 80	6	37 08	[illegible]	25 56	
	Shahabad	[illegible]	[illegible]	[illegible]	3	01	[illegible]	01	[illegible]	18 12	7	03	3	12	[illegible]	4 92	[illegible]	23 40	[illegible]	29 44	
	Saran	[illegible]	[illegible]	[illegible]			[illegible]	09	[illegible]	15 60	[illegible]	3 12	[illegible]	24	[illegible]	15 96	[illegible]	35 16	[illegible]	28 92	
	Champaran	[illegible]	[illegible]	37 80			4	02	[illegible]	26 64	7	03	2	12	[illegible]	7 08	[illegible]	33 46	[illegible]	32 76	
	Muzaffarpur	[illegible]	[illegible]	42 12	[illegible]	12	[illegible]	10	[illegible]	22 68	8	24	[illegible]	12	[illegible]	5 76	[illegible]	29 40	[illegible]	29 64	
	Darbhanga	2 501 [illegible]	1 124	43 32	133	45	4	01	[illegible]	22 92	111	36	91	12	[illegible]	5 40	[illegible]	29 64	[illegible]	29 16	
Bhagalpur	Monghyr	2,096,021	[illegible]	43 32	[illegible]	24	1	[illegible]	[illegible]	30 60	[illegible]	36	[illegible]	12	[illegible]	4 44	[illegible]	36 00	[illegible]	27 96	
	Bhagalpur	[illegible]	[illegible]	37 44	217	1 20	[illegible]	24	[illegible]	28 20	14	07	27	12	[illegible]	2 88	[illegible]	33 00	[illegible]	32 88	
	Purnea	1 944 [illegible]	[illegible]	35 88	2	1 56	1	06	[illegible]	41 28	14	08	10	10	[illegible]	1 44	[illegible]	44 64	[illegible]	47 40	
	Malda	[illegible]	3	49 66	[illegible]	6 72			[illegible]	54 24	[illegible]	96	4	04	[illegible]	4 08	[illegible]	66 24	3 710	54 60	
	Sonthal Parganas	[illegible]	[illegible]	34 32	1 3	84	[illegible]	01	[illegible]	16 64	2	07	1	09		1 44	[illegible]	19 32	[illegible]	20 16	
Orissa	Cuttack	[illegible]	6	40 56	1 6 6	[illegible]	[illegible]	3 00	[illegible]	20 76	[illegible]	[illegible]	[illegible]	36	2 1 5	12 46	[illegible]	51 12	[illegible]	34 56	
	Balasore	[illegible]	[illegible]	40 68	[illegible]	4 08	133	1 16	[illegible]	16 68	[illegible]	2 28	2	24	[illegible]	14 04	[illegible]	39 00	2 981	35 88	
	Puri	[illegible]	[illegible]	36 60	[illegible]	1 80	1	1 56	1 4 6	17 58	[illegible]	6 24	41	48	[illegible]	21 72	[illegible]	49 92	[illegible]	31 08	
	Angul and Khondmals																				Not under registration.
Chota Nagpur	Hazaribagh	1 164 921	[illegible]	34 44			[illegible]	[illegible]	[illegible]	14 40	[illegible]	09	[illegible]	24	[illegible]	3 48	[illegible]	18 60	[illegible]	29 04	
	Ranchi	[illegible]	[illegible]	26 52			[illegible]	24	[illegible]	11 16	2	48	2	24	[illegible]	6 84	[illegible]	19 08	3,173	22 04	
	Palamau	[illegible]	[illegible]	28 32			1	2 16	[illegible]	20 76	[illegible]	12	1	24	[illegible]	3 24	[illegible]	26 76	1 523	30 60	
	Manbhum	[illegible]	[illegible]	34 92	11	10	2	01	1 1	[illegible]	19	12	1	12	[illegible]	4 32	[illegible]	17 16	1 045	19 44	
	Singhbhum	[illegible]	[illegible]	30 24	[illegible]	12	6	12	[illegible]	29 92	1	24	52	48	1 2	2 16	[illegible]	26 16	[illegible]	19 92	
	Total	[illegible]	[illegible]	44 04	[illegible]	4 80	[illegible]	24	[illegible]	31 08	[illegible]	1 08	[illegible]	12	[illegible]	7 32	[illegible]	45 12	234,373	39 48	
	Average of corresponding month of previous five years		[illegible]	43 56	[illegible]	2 64	[illegible]	12	[illegible]	29 40	[illegible]	60	[illegible]	12	[illegible]	6 24	[illegible]	39 48			
	Difference + or —		[illegible]	+ 45	[illegible]	+ 2 16	[illegible]	+ 12	[illegible]	+ 1 68	[illegible]	+ 48	[illegible]	[illegible]	[illegible]	+ 1 08	+ 33 374	+ 5 64			

OFFICE OF SANITARY COMMISSIONER FOR BENGAL,

The 16th March 1901.

H. J. DYSON, *Major*, I.M.S., F.R.C.S.,

Sanitary Commissioner for Bengal.

Vital Statistics of Towns in Bengal with a population of 20,000 and over during the month of December 1900

Districts	Towns	Population under registration	Births: Number registered	Births: Ratio per 1,000 of population per annum	Cholera: Number registered	Cholera: Ratio per 1 000 of population per annum	Small pox: Number registered	Small pox: Ratio per 1 000 of population per annum	Fever: Number registered	Fever: Ratio per 1 000 of population per annum	Dysentery and Diarrhœa: Number registered	Dysentery and Diarrhœa: Ratio per 1 000 of population per annum	Injury: Number registered	Injury: Ratio per 1 000 of population per annum	Other causes: Number registered	Other causes: Ratio per 1 000 of population per annum	Total of all causes: Number registered	Total of all causes: Ratio per 1,000 of population per annum	Average of corresponding month of previous five years: Number registered	Average of corresponding month of previous five years: Ratio per 1 000 of population per annum	Remarks
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Burdwan ...	1. Burdwan ..	34 477	96	12 48	7	2·40			111	38 52	45	15 60			26	9 00	189	65 76	140	48 72	
Midnapore	2 Midnapore	33 264	80	29 64			2	72	90	33 36	13	4 80	4	1 44	27	9 96	136	50 52	144	53 16	
Hooghly	3 Hooghly and Chinsura	33 060	101	36 60	1	36			74	26 76	18	6 48	1	36	36	12 96	130	47 16	143	51 84	
	4 Serampore ..	35 952	88	29 28	10	3 24	7	2 28	81	27 00	28	9 24			18	6 00	144	48 00	187	62 40	
Howrah ...	5 Howrah ..	116,606	343	35 28	76	7 80			392	40 32	238	24 48	3	24	219	22 44	928	95 40	518	53 40	
24 Parganas	6 Cossipore-Chitpur ...	31 423	49	18·60	5	1 80	1	36	38	14 40	11	4·20			12	4 56	67	25 56	59	22 44	
	7 Maniktala ..	32 865	39	14 16	2	72	1	36	36	13 08	2	72	1	36	19	6 84	61	22 20	49	17 88	
	8 Barnagore ..	23 028	32	16 56	9	4 68	6	3 12	65	33 84	12	6 24			8	4 08	100	52 08	131	67 00	
	9 South Suburban	41 718	105	30 12	11	2 88	1	24	107	30·72	15	4 20			12	3 36	146	41 88	169	48 60	
	10 Garden Reach	27 924	39	16 68					109	46 80	2	84					111	47 64	Data not available		
	11 South Barrackpore including Tittagarh Municipality	35 647	35	11 76	7	2 28			64	21 48	14	4 68	1	24	14	4 68	100	33 60	121	40 68	
	12. Naihati	20 040	50	29 88			3	1 68	77	46·08	9	5 28	1	48	14	5 64	104	62 16	128	76·56	
Calcutta ..	13. Calcutta	681 560	1 024	18 80	156	2 64	150	3 12	980	17 16	531	9 24	25	48	1 406	24 72	3 281	57 72	2 427	42 72	
Nadia	14 Krishnagar	25 500	42	19 68	31	14 52			[illegible]	27 [illegible]4	7	3 24	1	36	1	36	[illegible]	46 08	[illegible]	[illegible]	
	15 Santipur ..	30 437	79	31 08	21	8 16			1[illegible]6	41 76	2	72			14	7 44	148	58 32	147	57 84	
Murshidabad	16. Berhampore ...	23,515	61	31 08	12	6 12			110	56 04	2	96			28	14 28	152	77 52	100	51·00	
Rajshahi ..	17 Rampur Boalia ..	21,407	60	33 60	2	1 08	1	48	51	28 56	1	48			1	48	56	31 32	73	40·92	
Pabna ..	18. Sirajganj ...	23,367	56	28·80	3	1 44			34	17 52	3	1 44					40	20 52	58	29 88	
Dacca ..	19. Dacca	82,528	321	46 56	21	3 00			158	27 24	44	6 36	1	12	121	17 52	375	54 48	400	58 08	
Chittagong ..	20. Chittagong	24,069	15	7·44	2	96			44	21 84	1	48			5	2 40	52	25 92	50	24 84	
Patna	21 Patna City ..	165,192	327	23·64	9	2 52	1	07	1,619	117 60	238	17·28	11	72	394	28 56	2 299	166·92	471	34 20	
	22. Bihar	47,728	121	30 36	5	1 20			141	35 40	20	4 92	1	24	46	11 52	213	53 52	102	25 56	
	23. Dinapore	44,419	123	33 12	3	72			124	33 48	30	8 04	2	48	137	36 96	296	79 92	86	23 16	
Gaya	24 Gaya	80 383	151	22 44	7	96	1	12	1 1[illegible]8	172 80	25	3 72	1	12	75	11 16	1 267	189 12	238	35 52	
Shahabad	25 Arrah	46 905	104	26 52					53	13 44	1	24	1	24	6	1 44	61	15·60	63	16 08	
	26 Sasaram	22 713	83	43 80					34	17 88	1	48			13	6 84	48	25 32	48	25 32	
Saran ...	27 Chapra	57 352	144	30 12		...			450	94 08	48	9 96			151	31 56	649	135 72	122	25 44	
Champaran	28 Bettiah	23 780	89	46 80					48	25 20	1	48	1	48	21	11 04	71	37 32	74	38 88	
Muzaffarpur	29 Muzaffarpur	49,192	143	34 80					37	9 00	7	1 68	2	48	39	9 48	85	20 64	116	28 20	
	30 Hajipur ...	21 487	83	46 32					41	22 80	3	1 56			38	21 12	82	45 72	65	36 24	
Darbhanga	31 Darbhanga	73,561	214	34 80	4	60			60	9 72	3	48			95	15 48	162	26 40	276	45·00	
Monghyr	32. Monghyr ..	57 077	149	31 32	12	2 52	5	96	331	69 48	17	3 48	2	36	87	18 24	454	95 40	165	34 68	
Bhagalpur	33. Bhagalpur	69,106	184	31 92	22	3 72	20	3 36	110	19 08	6	96			28	4 80	188	32 28	195	33 84	
Cuttack ...	34 Cuttack ...	47 186	153	38 88	1	24			9	15 60	25	6 24	2	48	46	11 64	133	33 72	105	26 64	
Balasore	35. Balasore	20 775	50	28 80	15	8 64			19	10 92	11	6 24			25	14 40	70	40 32	58	33 48	
Puri	36. Puri	28 794	57	23 64	6	2 40			42	17 40	30	12 48			55	22 92	133	55 32	83	34 56	
Ranchi	37 Ranchi ...	20,806	44	25 92					22	12 96	2	1 08			12	7 04	36	21 [illegible]	48	28 32	
	Total of all towns with a population of 20,000 and over ..	2,253,223	4,574	25 92	487	2·52	239	1 20	7 163	38·16	1 466	7 80	64	24	3,254	17 28	12 663	67 44	7,440	39 60	
	Average of the corresponding month of previous five years ..	...	5,439	28 92	388	2·04	24	12	8 940	20 40	935	4 92	73	36	2,181	11 52	7 440	39·60			
	Difference + or —	...	—865	—3·00	+99	+ 48	+205	+1 08	+3 323	+17 76	+531	+2 88	−8	− 12	+1,073	+5 76	+5 223	+27 84		...	

OFFICE OF SANITARY COMMISSIONER FOR BENGAL,
The 16th March 1901.

H. J DYSON, *Major*, I M.S., F R.C S.,
Sanitary Commissioner for Bengal

IRRIGATION DEPARTMENT, BENGAL.

IRRIGATION OPERATIONS FOR THE OFFICIAL YEAR 1900-1901.

Areas leased for Irrigation up to end of January 1901

Circle	District.	Canal.	Estimated full discharge	Average discharge in month.	Discharge utilised	Approximate area of land irrigated during the year up to the end of the month	Approximate area of land under irrigation up to the same date last year	Details of areas leased: Long term leases	Season leases: Kharif	Season leases: Rabi	Season leases: Sugarcane	Season leases: Bhadoi	Season leases: Hot-weather	Season leases: Total	Grand Total	Rainfall, 1900-1901: During month	Rainfall, 1900-1901: Up to end of month	Rainfall, 1899-1900: During month	Rainfall, 1899-1900: Up to end of month	Remarks.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
			C ft	C ft	C ft	Acres	Acres	Acres	Acres	Acres	Acres.	Acres.	Acres	Acres.	Acres	Inches	Inches	Inches	Inches	
Orissa	Cuttack	Taldanda, 1st reach Ditto 2nd "	1,348 868	188 57		18 321	18 231	18 221	98	2			..	110	18 3?1	1 10	69 60	0 00	55 ?1	Kulsai.
		Machgaon	776	131	79	37 2?9	36 3?9	37 042	161	6			..	167	37 209	1 10 1 00	60 88 61 91	0 00 0 00	38 6? 42 98	Balia Jagatsingpur
		Kendrapara	1,967	2?7	40	53 294	52 557	51 662	1 605	27			.. ..	1,632	53,294	0 67 0 94	56 40 75 32	0 00 0 00	56 15 66 16	Kendupatna Marsaghai.
		Gobri	373	58	44	3 744	3 743	3 744		..			..	...	3 744	1·20	63 1?	0 00	53 22	Kendrapara.
		Do Extension	848	31	19	3 330	3 457	3 340	...					..	3, 30	1 13	5? 25	0 00	8 52	Icbapur
		Patamundi	985	57	25	16,012	14 757	15 88	446	378				824	16 012	2 20	68 53	0 00	57 81	Aurtang
		High Level, Range I	608	102	16	22 735	20 910	22 5 6		246	2		5	253	22,829	2 37	85·99	0·00	85 09	Janapur
		Ditto, do II	727	4	1	3 384	3 054	3 318	..	65				65	3 383	No gauge.				
	Balasore	Jajpur Canal including Dudhai Channel	700	67	62	10 256	10 821	9,?22		1 673	60		10	1,743	11,665	1 75	79 90	0·00	82 46	Jajpur
		High Level Range III	727	58	19	31 794	30 859	30,483		6 4	193		253	1,137	31 620	1 ?5	87 6?	0 00	56 08	Akhoyapada.
		Total				200 069	197 218	185 486	2,31?*	3 ?91	252		168	5 921	201,407					
		Total of the corresponding period of last year						1?4,479	21 ?86	1 351	204		234	23 ?75	198,254					
South-Western	Midnapore	Midnapore	1 411	58·96 (a)		70 469	62 185	61 828	8 586					8 586	70 414	3 35	67 60	0 07	?5 5?	(a) 30 days discharging.
		Panchkura	528	6 96(b)	3 73	9 019	2 404	7 749	1 275	603				1 878	9 627	2 28	62·31	0 00	74·89	(b) 9
	Howrah	Tidal Reaches, Ranges I & II				1,635	131	1 467	168					168	1 635	1·45	67·92			
		Total				81 123	64 720	71,044	10 086†	603				10,632	81,676					
		Total of the corresponding period of last year						70 368	..	508				508	70 876					
Sone	Shahabad	Western Main	4,343	2,332	57	89 798	96 150	14 845	5 539	8 881			370	14 790	29 135	3 64	134 68	3 96	40·25	
		Buxar	226	676	143	117 314	117 939	72 436	10 074	21 143			3,643	32 860	105 296					
		Arrah	2,000	1,514	66	176 518	193 110	143 68	7 565	18 098			10,786	36,449	180 26	2·07	35 40	3 66	56·34	
	Patna and Gaya	Eastern Main	1,466	500	6	2 943	3 262	2,139	587	192				789	2,928	3 17	44 73	3 96	55 12	
		Patna				86,743	96 3 2	65 966	13 ?05	4,393		-	1 278	18 670	84 636					
		Total				403 559	436 753	298,595	36,890	5 ,676			15 072	103 648	402,143					
		Total of the corresponding period of last year				..		290 767	27,020	71 368			22 009	120 397	411,164					
		GRAND TOTAL				686,042	698,701	555,1?5	49 139	56 370	252		15,340	120,101	685 226					
		Grand Total of the corresponding period of last year				...		535 614	48,?06	73 227	204		22,243	144,680	680 294		..			

* Of this 3 399 acres represent provisional lease.
† This is exclusively for provisional lease.
‡ This is the correct figure vide Superintending Engineer Sone Circle's letter No 297 dated 11th March 1901

CALCUTTA,
The 16th March 1901

A. H. C. MACCARTHY,
Under-Secy. to the Govt of Bengal.

IRRIGATION DEPARTMENT, BENGAL.

Statement showing heights over mean sea-level and low water in the rivers Ganges, Bhagirathi, Jalangi, and Brahmaputra for the month of January 1901, and the highest reading of each gauge over M S L since 1876

Date	Distance in miles	River Ganges																River Bhagirathi		River Jalangi		River Brahmaputra	
		Mirzapur		Benares		Buxar		Dinapore		Monghyr		Sahibganj		Rampur Boalia		Goalundo		Berhampore		Sarupganj		Gauhati	
		From Allahabad 86		From Allahabad 134	From Mirzapur 48	From Benares 90		From Benares 177	From Buxar 87	From Benares 287	From Dinapore 110	From Benares 381	From Monghyr 94	From Benares 471	From Sahibganj 90	From Benares 591	From Rampur Boalia 120						
	Highest Gauge Reading	26th August 1889 253 47		26th August 1889 241 46		31st August 1903 200 63		14th August 1879 169 35		24th August 1894 129 43		23rd August 1879 98 95		26th August 1879 63·25		20th August 1893 31 58		14th August 1890 64·70		24th September 1898 36 10		24th July 1878 173·36	
		Height over zero of gauge	Height over mean sea level	Height over zero of gauge	Height over mean sea-level	Height over zero of gauge	Height over mean sea-level	Height over zero of gauge	Height over mean sea level	Height over zero of gauge	Height over mean sea level	Height over zero of gauge	Height over mean sea-level	Height over zero of gauge	Height over mean sea-level	Height over zero of gauge	Height over mean sea-level	Height over zero of gauge	Height over mean sea level	Height over zero of gauge	Height over mean sea-level	Height over zero of gauge	Height over mean sea-level
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
																						Below	zero
1st		5·50	211·72	3 00	199·80	2 58	171 63	5 50	139·73	5·92	107·77	5 42	73 42	1·79	43·79	1 25	10 19	2·92	36·66	4·00	8·30	1 00	147 76
2nd		6·33	212 55	3 67	200 47	2 58	171·63	5 80	140 03	5·92	107 77	5 33	73·33	1 75	43 75	1 25	10 19	2·92	36 66	3 95	8 25	1 00	147·76
3rd		7 33	213 55	5 00	201 80	5 00	174 05	6 00	140 23	5 58	107 43	5 17	73 17	1 75	43 75	1 17	10 11	2·92	36·66	4 00	8 30	1 05	147 71
4th		7 50	213 72	5 33	202 13	5 25	174 30	10·30	144 53	5 58	107 43	5 08	73 08	1 71	43 71	1 17	10 11	2·92	36 66	4·20	8 50	1·30	147 46
5th		7 33	213 55	5 33	202 13	5 33	174·38	11 00	145 23	5 90	107 75	5 00	73 00	1 71	43·71	1 33	10 27	2 92	36 66	4 40	8 70	1 30	147 46
6th		7·17	213·39	4 00	200·80	5 17	174 22	10 80	145 03	6 92	108 77	4 83	72 83	1 64	43 64	1 50	10 44	2 92	36 66	4 65	8 95	1 35	147 41
7th		7 00	213·22	3 00	199 80	4 63	173 68	10 70	144·93	6·92	108 77	4 67	72 67	1 64	43 64	1 58	10 52	2·89	36 63	4·90	9 20	1 40	147 36
8th		7 00	213 22	2 50	199 30	4·50	173 55	9 50	143 73	6 92	108 77	4 58	72 58	1 62	43 62	1 58	10 52	2 88	36 62	4 90	9 20	1 50	147·26
9th		6 83	213 05	2 33	199 13	4 17	173 22	8 80	143 03	6 92	108 77	4 42	72 42	2 71	44 71	1 67	10 61	2 88	36 62	4 75	9 05	1 50	147 26
10th		6 67	212 89	2 17	198 97	4 00	173 05	8 10	142 33	6 83	108 68	4 33	72 33	3 75	45 75	1 83	10 77	2 85	36 59	4 45	8 75	1 55	147 21
11th		6 50	212 72	2 00	198 80	3 83	172 88	7 80	142 03	6 83	108 68	4 25	72 25	4 51	46 51	2 00	10 94	3 67	37 41	4 20	8 50	1 55	147 21
12th		6 33	212 55	2 00	198 80	3 75	172 80	7·30	141 53	6 83	108 68	4 83	72 83	4 51	46 51	2 00	10·94	3 93	37 67	4 10	8 40	1 70	147 06
13th		6 17	212 39	2 00	198 80	3 67	172 72	7 00	141 23	6 83	108 68	5 17	73 17	4 30	46 30	1 83	10 77	3 92	37 66	4 05	8 35	1 70	147 06
14th		6 00	212 22	2 00	198·80	3 58	172 63	6·70	140·93	6 67	108 52	4 92	72 92	3 30	45 30	1 67	10 61	3 73	37 47	4 00	8 30	1 65	147 11
15th		6 50	212 72	2 00	198 80	3 58	172 63	6 60	140 83	6 67	108 52	4 75	72 75	2 59	44·59	1 50	10 44	3 67	37 41	4·10	8 40	1 65	147 11
16th		7 00	213·22	2 00	198 80	3·67	172·72	6 60	140 83	6 42	108 27	4 58	72 58	2 50	44 50	1 42	10 36	3 50	37 24	4·15	8 45	1 60	147 16
17th		7 17	213 39	2·00	198 80	3 67	172 72	6 40	140 63	6 17	108 02	4 25	72 25	2 14	44 14	1 17	10 11	3 42	37 16	4 15	8 45	1 80	146 96
18th		7 50	213 72	2 50	199 30	3 75	172 80	6 40	140 63	6·17	108 02	4 00	72 00	2 10	44 10	1 08	10 02	3 33	37 07	4 10	8·40	1·90	146 86
19th		7 67	213 89	3·33	200 13	3 83	172 88	6·30	140 53	5 67	107 52	3 92	71 92	1 91	43 91	1 08	10 02	3·25	36·99	4 25	8·55	1 95	146 81
20th		7 83	214 05	3 75	200·55	3 92	172 97	6 40	140 63	5 58	107 43	3 67	71 67	1 79	43 79	1 17	10 11	3·25	36·99	4 40	8 70	1·95	146 81
21st		8 00	214 22	3·75	200 55	4 00	173 05	6 60	140 83	5 58	107 43	3 58	71 58	1 64	43 64	1·25	10·19	3·21	36 95	4 35	8 65	2 00	146·76
22nd		7 50	213·72	3 67	200 47	4 17	173 22	6 90	141 13	5 33	107 18	3 42	71 42	1 54	43 54	1·33	10 27	3 17	36·91	5 00	9 30	2 00	146·76
23rd		7 00	213 22	3 67	200 47	4·17	173·22	7 30	141 53	5 33	107 18	3 25	71 25	1 50	43 50	1 42	10·36	3 17	36 91	5 40	9 70	2·05	146 71
24th		6 67	212 89	3 67	200·47	4·08	173 13	7·50	141 73	5 33	107 18	3 17	71 17	1 37	43·37	1 42	10 36	3 12	36 86	5 10	9·40	2·05	146·71
25th		6·33	212 55	3·67	200 47	4·08	173 13	7 60	141 83	5 00	106 85	3 00	71 00	1 35	43 35	1 41	10 35	3 08	36·82	4 70	9·00	2·05	146·71
26th		6 17	212 39	3·67	200 47	4·08	173 13	7 50	141 73	5 00	106 85	2 92	70 92	1 29	43·29	1 33	10·27	3·08	36·82	4 40	8 70	2 10	146·66
27th		6·00	212·22	4·00	200 80	4 08	173 13	7 30	141 53	4·92	106 77	2 83	70 83	1 25	43 25	1 25	10 19	3 00	36·74	4 25	8 55	2 30	146 46
28th		5·83	212 05	4·00	200·80	4 08	173·13	7 10	141·33	4 92	106 77	2 75	70·75	1 14	43 14	1·08	10 02	2 92	36 66	4·10	8·40	2·35	146 41
29th		5 67	211·89	4·00	200·80	4·17	173·22	7 00	141·23	4 83	106 68	2 58	70 58	1 10	43 10	1·00	9 94	2·83	36·57	3·90	8·20	2·40	146·36
30th		5·50	211 72	4·17	200·97	4·25	173 30	6 80	141 03	4 58	106 43	2 42	70 42	1 00	43 00	0 92	9·86	2 75	36 49	3·70	8 00	2 40	146 36
31st		5·42	211·64	4 17	200·97	4·25	173·30	6 80	141·03	4·58	106 43	2 33	70 33	0·96	42·96	0 83	9·77	2·71	36 45	3·60	7·90	2·60	146 16

CALCUTTA,
The 18th March 1901.

A. H. C. MACCARTHY,
Under-Secy. to the Govt. of Bengal.

IRRIGATION DEPARTMENT, BENGAL.

Abstract statement showing Tollage on Canals in Bengal classed as Major Works for the month of January 1901, as compared with that of the corresponding month of the previous year

CANALS	TOLLAGE, 1900-1901		TOLLAGE, 1899-1900	
	During the month	To end of the month	During the month	To end of the month
1	2	3	4	5
Orissa Circle	Rs A P	Rs A P	Rs A P	Rs. A P
Taldanda Canal System	1,105 1 9	17,193 7 4	1,271 3 11	9,503 13 6
Kendrapara ditto	5,767 2 0	38,281 11 3	5,613 13 10	53,344 10 4
High Level, Range I	1,683 5 6	9,445 0 3	1,784 11 0	10,818 6 3
Ditto, " II	325 11 6	2,262 2 0	432 14 3	2,422 3 9
Ditto, " III	49 14 3	573 1 0	79 0 6	1,030 6 9
Jajpur Canal	56 4 3	318 2 9	39 13 6	331 1 9
Total Orissa Circle	8,987 7 3	68,073 8 7	9,221 9 0	77,450 10 4
South-Western Circle				
Midnapore Canal	9,630 11 9	77,254 11 0	5,824 7 6	78,148 11 6
Hijili Tidal Canal	2,751 9 6	36 914 13 0	3,509 5 6	41,657 1 9
Total South-Western Circle	12,382 5 3	1,14,169 8 0	9,333 13 0	1,19,805 13 3
Sone Circle				
Patna Canal System	1,229 6 3	11,432 8 5	2,896 9 3	37,151 3 9
Arrah ditto	878 4 3	11,370 14 3	1,946 2 9	23,767 1 9
Buxar ditto	240 7 6	7,938 10 9	1,518 9 6	13,436 14 3
Total Sone Circle	2,348 2 0	30,742 1 5	6,361 5 6	74,355 3 9
GRAND TOTAL	23,717 14 6	2,12,985 2 0	24,916 11 6	2,71,611 11 4

Government Transport Service

CANAL	TOLLAGE 1900 1901						TOLLAGE 1899 1900.					
	During the month			To end of the month			During the month			To end of the month		
	Passengers.	Goods	Total receipts	Passengers.	Goods	Total receipts.	Passengers	Goods	Total receipts	Passengers.	Goods.	Total receipts
1	2	3	4	5	6	7	8	9	10	11	12	13
Orissa Circle	No	Mds	Rs A P	No	Mds	Rs A P	No	Mds	Rs A P	No	Mds	Rs A P
High Level										44 637	2,884	46 349 11 0
Total Orissa Circle	...	...			...				...	44,637	2 884	46 349 11 0

Assessed Tollage Receipts

CANALS	EARNINGS, 1900-1901		EARNINGS, 1899-1900	
	During the month	To end of the month	During the month	To end of the month.
1	2	3	4	5
	Rs A P	Rs A P	Rs A P	Rs A P
Orissa Canals	8,987 7 3	68,073 8 7	9,221 9 0	1,23,800 5 4
Midnapore Canal	9,630 11 9	77 254 11 0	5 824 7 6	78,148 11 6
Hijili Tidal Canal	2,751 9 6	36,914 13 0	3,509 5 6	41,657 1 9
Sone Canals	2,348 2 0	30,742 1 5	6,361 5 6	74,355 3 9
Total	23,717 14 6	2,12,985 2 0	24,916 11 6	3,17,961 6 4

CALCUTTA,
The 16th March 1901.

A. H. C. MACCARTHY,
Under Secy to the Govt of Bengal

IRRIGATION DEPARTMENT, BENGAL.

Abstract Statement showing Tollage on Canals in Bengal classed as Minor Works and Navigation for the month of January 1901, as compared with that of the corresponding month of the previous year

CANALS	TOLLAGE, 1900-1901						TOLLAGE, 1899 1900					
	During the month			To end of the month			During the month			To end of the month		
1	2			3			4			5		
	Rs	A	P	Rs	A	P	Rs	A	P	Rs	A	P
Calcutta and Eastern Canals	37,190	3	3	2,53,199	4	9	44,703	11	6	2,66 342	12	3
Tolly's Nala	7,564	2	9	69,822	6	0	11,289	4	3	73,686	13	9
Total	44,754	6	0	3,23,021	10	9	55,992	15	9	3,40,029	10	0
Orissa Coast Canal	5,059	8	9	38,403	1	9	3,880	2	9	35,123	14	6
Nadia Rivers	5,178	15	6	93,474	0	6	5,356	4	6	98,299	15	6
GRAND TOTAL	54,992	14	3	4,54,898	13	0	65,229	7	0	4,73,453	8	0

CALCUTTA,

The 16th March 1901

A H C MACCARTHY,

Under-Secy to the Govt of Bengal

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT

Approximate Return of Traffic on the Circular and Eastern Canals for the week ending Saturday, the 16th March 1901, as compared with the corresponding week of the previous year

NATURE OF CARGO	WEEK ENDING SATURDAY THE 16TH MARCH 1901			WEEK ENDING SATURDAY, THE 17TH MARCH 1900		
	Number of boats	Weight of cargo	Tollage	Number of boats.	Weight of cargo	Tollage.
		Mds	Rs		Mds	Rs
Rice and paddy	521	1,41,825	2,122	1,367	3,99,080	6,696
Jute	28	8,800	118	12	4,900	127
Firewood	71	55 850	836	73	67,700	1,017
Other articles	693	1 82,535	2,544	842	2,11,750	2,965
Total	1,313	3,89,010	5,620	2,294	6,83,430	10,805

Weekly Return of Traffic Receipts on Indian Railways

EAST INDIAN RAILWAY

Approximate Return of Traffic for week ended 2nd March 1901, on 1,837 09 miles open.

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train-miles run		
	Number of passengers.	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs. A P	Mds. S	Rs A P	Rs A P	Rs A P			
Total traffic for the week	4 5 [illegible]02	4,11 306 15 0	53,95 248 20	(a) 9 74 537 6 0	23,907 0 0	14,06 741 5 0	106,576	190,883	297,459
Or per mile of Railway		223 14 5		530 7	1 7 6	766 13 4			
For previous 7½ weeks of half year	2,943,980	31,18,574 8 0	4 19 [illegible] ,[illegible]8 10	69,61,914 2 0	1 [illegible]4 684 0 0	1 02 55,192 10 0	825,112	1,435,822	2,260,934
Total for 8½ weeks	3 35[illegible],3[illegible]2	35 29 881 7 0	4 09 73,056 30	79 36,461 8 0	1 97 [illegible]91 0 0	1 16 63 933 15 0	931,688	1,626 705	2,558,393
Comparison									
Total for corresponding week of previous year.	394,800	3,96,184 1 3	50,25 603 20	10,78 799 3 0	12 438 8 5	14 97,421 13 2	90,35[illegible]	210,380½	309,733½
Per mile of railway corresponding week of previous year		224 6 8		611 1 4	1[illegible] 11 4	848 3 4			
Total for corresponding 8½ weeks of previous year	3,150,619½	34 20,390 1 8	4 56,59 293 20	94,61 784 13 3	26 722 1 1	1 30 56,897 0 0	897,294½	1 763,877½	2,661,272½

(a) The decrease is chiefly due to heavy upward despatches of food grains in the corresponding period of 1900

1901 — Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900

Open mileage	Period	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total	Per mile of railway	Train mileage	
		No of passengers	R	Mds	Rs	Rs	Rs	Rs	No	Rate Rs. A P
1,837·09	12 days of January	53[illegible] 312	5 97 307	83 76,032	14 02 490	42 014	20,31,811	1,108	482 169	4 3 5
1,837·09	Week ended 19th "	3[illegible] 816	[illegible] 90 902	52 [illegible] 1[illegible]	[illegible] 14, [illegible]0	2[illegible] [illegible]78	13 18 150	715	291 508	4 8 4
1,837 09	" " 26th "	3[illegible]0,[illegible]39	4[illegible] [illegible]31	53 07 615	8 60,[illegible]08	2 [illegible]5	13 14 534	716	280 059	4 9 6
1 837·09	" " 2nd Feb	402 191	4 21 [illegible]	[illegible] 55 112	8 [illegible]	[illegible]9[illegible]7	13 2[illegible] 7[illegible]8	722	29[illegible] 468	4 8 4
1,837 09	" " 9th "	4[illegible] 273	4 [illegible] 117	56 00 770	[illegible]	21 727	14,2[illegible] 427	778	300 640	4 12 1
1,837 09	" " 16th "	407 460	4,[illegible] 28	5[illegible] [illegible] 006	[illegible] 31	[illegible] 49	14 50 896	7[illegible]0	302 973	4 12 8
1,837 09	" " 23rd "	43[illegible] 1[illegible]0	1 36 674	[illegible] 0,980	9 [illegible]	2[illegible] [illegible]51	13 8[illegible],607	753	304 127	4 8 9
1,837·09	" " 2nd March	40[illegible] 112	4 11 307	5 85 24[illegible]	9 74,527	2 907	14 06 741	767	297 459	4 11 9
	Totals up to date	[illegible] 352 193	[illegible] 9 8[illegible]2	4 0[illegible] [illegible]3 657	7[illegible],36,461	1 [illegible]7 501	1 16 6[illegible],934	729	2,55[illegible] 399	4 8 11

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded — 1900

Open mileage	Period	No of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs A P
1,711·61	13 days of January	59[illegible] 641	6[illegible] 19[illegible]	87,39 [illegible]	19 [illegible] 800	4[illegible] 1[illegible]	25,[illegible] [illegible]14	1 4[illegible]9	534 307	4 12 4
1,711 61	Week ended 20th January	[illegible]2[illegible] 377	[illegible]	5[illegible],37 540	1 71 [illegible]43	[illegible] 6 9	11 31 [illegible]1	[illegible]	30[illegible],513	4 11 7
1,711 61	" " 27th	[illegible]	[illegible] 160	[illegible] 02,039	1[illegible],8[illegible] 005	[illegible]	11 1 1[illegible]9	8[illegible]0	2[illegible]0 257	5 1 4
1,711 61	" " 3rd Feb	[illegible]	[illegible]	47,1[illegible] [illegible]81	[illegible]	1 [illegible]	14 28 100	8[illegible]	294,317	4 13 5
1 711·61	" " 10th "	391 070	[illegible]	[illegible],[illegible]3 744	11 24 [illegible]13	90 517	1[illegible] 5[illegible] [illegible]75	907	307,000	5 0 11
1,711 61	" " 17th "	38[illegible] 11[illegible]	[illegible] 87[illegible]	56,07 [illegible]	11 [illegible]	[illegible]	15 [illegible]	906	311,727	4 15 6
1,711 61	" " 24th "	[illegible]	[illegible]78 [illegible]	[illegible]	11 05 6 2	90 [illegible]	1[illegible] 71 547	920	311 158	5 0 6
1 786 39	" " 3rd March	3[illegible] 800	[illegible] 18[illegible]	50 2[illegible] [illegible]	10 [illegible]8 800	[illegible]	14 97 422	848	309 733	4 13 4
	Totals up to date	3 1[illegible] [illegible]30	33,31 [illegible]	[illegible] 59 2[illegible]	9[illegible] 61,7[illegible]	[illegible]	1,30 56 897	8[illegible]5	3,661 272	4 14 6

TARKESSUR BRANCH RAILWAY

Approximate Return of Traffic for week ended 2nd March 1901, on 22 2[illegible] miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train-miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs A P	Mds S	Rs A P	Rs A P	Rs A P			
Total traffic for the week	(a) 21 960	(a) 5,781 1[illegible] 0	33,964 0	956 9 0	[illegible] 0 0	6,744 5 0	1,097	124	1 221
Or per mile of railway		260 1 5		43 0 5	0 4 4	303 6 2			
For previous 8½ weeks of half year	1[illegible]5,087	48 971 [illegible] 0	2 74,[illegible]06 30	6,831 [illegible] 0	45 0 0	55,817 11 0	8,270	1,027	9,297
Total for 8½ weeks	217,047	54 753 2 0	3 08 [illegible]0 30	7,787 14 0	51 0 0	62,502 0 0	9,367	1,151	10,518
Comparison									
Total for corresponding week of previous year	36,442	9 952 7 6	[illegible] 20,410 0	1,014 6 0	11 7 6	10,978 4 6	1,224	163	1,388
Per mile of railway corresponding week of previous year		447 11 3		45 10 1	0 8 3	493 13 7	..	......	...
Total for corresponding 8½ weeks of previous year	213,117½	82,406 15 3	3,01,282 20	[illegible]986 1 0	75 13 3	60,828 13 6	9,280	1 297	11,577

(a) The decrease is due to the "Siva Ratri" festival in 1900

TARKESSUR BRANCH RAILWAY—*concluded*

1901. *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900.*

Open mileage.	Period	Coaching Traffic		Merchandise and Mineral Traffic.		Other earnings.	Total.	Per mile of railway	Train mileage.	
		No. of passengers.	Rs.	Mds	Rs.	Rs.	Rs.	Rs.	No.	Rate. Rs. A. P.
[illegible]	12 days of January	32,525	7,786	(1 723	1,878	11	9,679	418	3,067	4 4 1
[illegible]	Week ending 19th January	22,734	5,436	35 924	789	6	6 231	282	1,131	5 5 4
[illegible]	" " 26th "	19,836	4,828	33 731	853	6	5,617	260	1,169	5 3 9
[illegible]	" " 2nd February	23 740	6,097	14 104	794	5	6,896	310	1,138	5 2 9
22 23	" " 9th "	27,159	6,640	35 416	1,001	5	7,646	344	1,138	6 12 11
22·23	" " 16th "	31 540	8,278	35 478	992	6	9,276	417	1,188	8 7 8
22·23	" " 23rd "	37,278	9,316	36 352	1,055	6	10,377	467	1,420	7 13 11
22·23	" " 2nd March	21 980	5,782	31 904	958	6	6,746	303	1,221	5 8 4
	Totals up to date	217,047	54,753	3 8,471	7,788	51	62,[illegible]	282	10,810	5 15 2

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded *1900.*

Open mileage.	Period	No of passengers	Rs	Mds	Rs	Rs	Rs	Rs.	No	Rate. Rs. A. P.
22 23	13 days of January	38 032	8,869	3 48	1 501	16	10 416	469	2,245	4 7 1
22 23	Week ending 20th January	19 749	4,615	11 487	505	10	5,130	231	1,586	3 3 5
22 23	" " 27th "	21 810	5 216	1 5	1,057	15	6 288	283	1,218	4 13 6
22 23	" " 3rd February	21,629	5,226	18 71	781	7	6,014	271	1,168	5 1 9
22 23	" " 10th "	24 919	5,680	5 682	1 102	5	6 797	306	1,188	5 11 7
22 23	" " 17th "	28 611	7,274	33 71	1 077	5	8 356	376	1,189	7 0 6
22 23	" " 24th "	23 932	5,594	13 901	1 249	7	6 850	308	1,188	5 12 6
22 23	" " 3rd March	38 442	9,953	9 410	1 014	11	10 978	494	1,386	7 14 9
	Totals up to date	213,118	52 467	91 383	8,286	76	60,829	309	11,377	5 5 7

DELHI-UMBALLA KALKA RAILWAY

Approximate Return of Traffic for week ended 2nd March 1901, on 162 24 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise.	Total
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	17 579	16 177 1 0	1 57 295 3	14,172 0 0	68 0 0	30 417 1 0	7 418	3 790	11,208
Or per mile of railway		99 11 4		87 5 8	0 6 1	187 7 0			
For previous 7½ weeks of half year ...	125 975	106 020 14 0	11,71 096 11	90 099 0 0	515 0 0	1 06 634 14 0	57 949	27 291	85,240
Total for 8½ weeks	143,554	1 22 197 15 0	13 28 332	1 04 271 0 0	583 0 0	2 27 051 15 0	65 367	31,081	96,448
Comparison									
Total for corresponding week of previous year	17,386	16 631 7 11	98,508 30	10,008 9 0	76 8 3	26 711 9 2	7,653½	3,070	10,723½
Per mile of railway corresponding week of previous year		102 8 2		61 10 6	0 7 7	164 10 3	..		
Total for corresponding 8½ weeks of previous year ...	138 438	1 16,891 7 11	8,30 9 6 ..)	97,895 2 3	612 11 0	2,15,393 7 2	64,207½	26,989½	91 197

1901 *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900*

Open mileage	Period	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total	Per mile of railway	Train mileage.	
		No of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs. A. P.
162 24	12 days of January	25 909	22 231	9 12 288	17 716	113	40 060	247	18,088	2 2 4
162·24	Week ended 19th January	15 354	12 114	1 4 [illegible]	1[illegible] [illegible]	6	24 737	152	11 259	2 3 2
162 24	" " 26th "	14 984	11 8 7	1 31 116	1[illegible] 5 8	68	23 [illegible]	148	11,096	2 3 6
162 24	" " 2nd February	16 [illegible]	13,808	1 [illegible] 825	12 441	6	26 314	162	10 881	2 6 8
162·24	" " 9th "	17 278	16 458	1 03 [illegible]	13 240	65	3 763	183	11,661	2 6 10
162 24	" " 16th "	17 720	14,011	1 [illegible]	1[illegible] 001	66	27 [illegible]	167	10,624	2 6 9
162 24	" " 23rd "	17 6 8	15,134	1 13 654	[illegible]	72	24 703	153	11 032	2 3 11
162·24	" " 2nd March	17 579	16 177	1,57 295	14 172	68	30,417	187	11,208	2 11 5
	Totals up to date	143,534	1 22 198	13 28 332	1,04 271	583	2 27 052	161	96,448	2 5 8

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded *1900.*

Open mileage	Period	No of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate. Rs A P.
162 24	13 days of January	28 613	26,096	1 93 104	22 085	141	49 304	303	19 464	2 8 5
162 24	Week ended 20th January	14 217	10 685	78 413	11,799	44	22,528	139	9,072	2 8 9
162 24	" " 27th "	13 134	10,423	98 430	10 158	140	20 741	128	9,886	2 2 8
162 24	" " 3rd February	14 684	11,926	86 775	9 448	79	21 463	132	10,[illegible]	2 2 6
162 24	" " 10th "	16,363	13 137	1,19 165	12 368	62	25,567	158	10,989	2 5 5
162 24	" " 17th "	16,565	14,046	87 111	9 776	46	23,868	147	10 186	2 5 7
162·24	" " 24th "	16,690	13,017	73 348	12 458	62	25,537	158	10,299	2 7 4
162 24	" " 3rd March	17,386	16,631	98 509	10 003	77	26,711	165	10,723	2 7 10
	Totals up to date ...	138,438	1 16,891	8 30,957	97,895	612	2,15 390	150	91,197	2 5 9

SOUTH BEHAR RAILWAY

Approximate Return of Traffic for week ended 2nd March 1901, on 78·76 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings (estimated).	Total earnings.	Traffic Train miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs A. P	Mds S.	Rs A P	Rs. A P	Rs. A P			
Total traffic for the week	12,606	6,962 5 0	63,062 0	3,620 8 0	47 0 0	9,629 13 0	1,742	1,012	2,754
Or per mile of railway		75 11 3		45 15 6	0 9 6	122 4 3	.	.....	...
The previous 7½ weeks of half-year ...	80,297	37,410 7 0	4,08 020 30	28 561 6 0	339 0 0	66,310 13 0	14,000	7,638	21,638
Total for 8½ weeks*	92,903	43,372 12 0	4,71,082 30	32 181 14 0	386 0 0	75,940 10 0	15,742	8,650	24,392
Comparison									
Total for corresponding week of previous year ..	12,921	6 573 9 2	52,791 0	4,886 3 3	22 14 9	11,482 5 2	1,509	696	2,205
Per mile of railway corresponding week of previous year		83 7 4		62 0 7	0 4 8	145 13 7	...	...	..
Total for corresponding 8½ weeks of previous year	100 664½	48 881 1 10	4,77,074 0	36,493 7 3	210 10 0	85,585 3 1	13,560	6,135	19,695

1901 *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900*

Open mileage.	Period	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total	Per mile of railway	Train mileage	
		Number of passengers	Rs	Mds	Rs	Rs	Rs.	Rs	No	Rate Rs A. P
78 76	12 days of January	16 080	7 388	74 13)	5 3 (	75	12,954	164	4,762	2 11 6
78 76	Week ended 19th	10 001	5,127	46 063	4 65)	43	9 829	125	2 757	3 9 1
78 76	" " 26th	9 158	4,40)	54 334	3 .1)	44	8,028	102	2,786	2 14 7
78 76	" " 2nd Feb	9 801	4 51b	52 019	3 138	43	7 597	96	2 978	2 8 10
78 76	" " 9th "	11 .9)	5 0 b	51 110	3 161	44	8,203	104	2,699	3 2 6
78 76	" " 16th "	11 25)	6 000	62 713	4 188	44	9 701	117	3,108	2 15 4
78 76	" " 23rd	12 406	5 837	69 043	4 (6	48	10 501	133	2,6 5	3 11 0
78 76	" " 2nd March	12 (06	5,962	63 062	3 621	47	9 630	12	2,754	3 7 11
	Totals up to date	92 903	43, 73	4 71,083	32 18	386	75,941	111	24,392	3 2 0

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded **1900**

Open mileage.	Period	Number of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs. A P
78 76	13 days of January	1) 319	9 09)	94,726	6 ()1	54	16,144	205	4,134	3 14 8
78 76	Week ended 20th "	9 895	4 120	60,6"8	4 221	18	8 659	110	2 226	3 14 9
78·76	" " 27th "	10 12)	4 778	60 00	4 584	21	9 544	122	2,236	4 4 11
78 76	" " 3rd Feb	10 625	5 1 9	56 604	4 13?	23	9 913	118	2,360	4 2 11
78 76	" " 10th "	12 247	5 901	54 624	3 (11	23	9 565	121	2,224	4 4 9
78 76	" " 17th "	13 117	6 944	52,127	4,058	32	10 504	134	2,320	4 11 11
78·76	" " 24th "	1? 325	6 217	45 451	3 ?51	24	10 275	130	2 218	4 9 10
78·76	" " 3rd March	12 922	6 573	52 791	4 886	23	11 482	146	2,205	5 3 4
	Totals up to date	100 665	48 881	4 77,074	36 493	211	85,585	121	10 495	4 5 6

EASTERN BENGAL STATE RAILWAY

(Including N B, K D, Dacca, and Assam Behar Sections)

Approximate Return of Traffic and Mileage for the week ended 9th March 1901, o 833 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (including ferry)	Total earnings	Traffic Train miles run		
	No. of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds s.	Rs A P	Rs A P	Rs A P			
Total traffic for the week	356 500	1,30 610 0 0	9 33 280 0	1 32 730 0 0	5 110 0 0	2 7 ,480 0 0	36,000	39,336	75,336
Or per mile of railway ..	418	153 0 0	1,1?6 0	156 0 0	*1 0 0	*319 0 0			...
For previous 9 weeks of half year	2,036,430	10,27,280 0 0	97 14 720 0	15 09,300 0 0	1,66 400 0 0	27 01 960 0 0	315 129	350,329	665,458
Total for 10 weeks ..	2,392,930	11,57,890 0 0	1 06 97 980 0	16,41,030 0 0	1 74,510 0 0	29,73 430 0 0	351,129	389 665	740 794
Comparison									
Total for corresponding week of previous year	226,054	1,12,727 0 0	10,60 740 0	1,28,710 0 0	15,740 0 0	2,64,177 0 0	36,238	38,711	74,949
Per mile of railway corresponding week of previous year	272	135 0 0	1 275 0	163 0 0	2 0 0	300 0 0	..		...
Total to corresponding date of previous year ...	2,347,049	10,84,933 0 0	1,15,46,567 0	16,58,524 0 0	2,25 144 0 0	29,66,601 0 0	356,019	400,834	756,853

* Excluding steamer earnings.

DACCA STATE RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 9th March 1901, on 86 miles open

	Coaching Traffic		Merchandise and Mineral Traffic.		Other earnings	Total earnings.	Traffic Train miles run.		
	No of passengers	Coaching receipts	Weight carried	Receipts.			Coaching	Merchandise.	Total.
		Rs. A P	Mds s	Rs A. P	Rs A P	Rs A P			
Total traffic for the week	20,480	7 990 0 0	19,080 0	2,068 0 0	140 0 0	10,110 0 0	3,200	1,696	4,896
Or per mile of railway	307	93 0 0	228 0	24 0 0	2 0 0	118 0 0			
For previous 9 weeks of half year	237,820	75,490 0 0	4,44,120 0	43,280 0 0	1,530 0 0	1,20,300 0 0	25 230	18,662	44,[illegible]
Total for 10 weeks	264,250	83,390 0 0	4,63,170 0	45,340 0 0	1,680 0 0	1,30,410 0 0	28,430	20,408	48,916
Comparison									
Total for corresponding week of previous year	26 808	8 103 0 0	19 215 0	2 128 0 0	3[illegible] 0 0	10 260 0 0	3,208	1,100	4,308
Per mile of railway corresponding week of previous year	312	94 0 0	223 0	25 0 0		119 0 0			
Total to corresponding date of previous year	247,209	76,049 0 0	2,91,281 0	27 055 0 0	3,270 0 0	1,06 374 0 0	20,326	11,977	41,303

COOCH BEHAR STATE RAILWAY

Approximate Return of Traffic and Mileage for the week ended 9th March 1901, on 73 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (including ferry)	Total earnings	Traffic Train miles run		
	No of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
*Total traffic for the week	1 640	[illegible] 0 0	4 960 [illegible]	660 0 0	30 0 0	1,400 0 0	310	†1,718	†2 108
Or per mile of railway	40	20 0 0	147 0	20 0 0		*10 0 0	...		
For previous 9 weeks of half year	14 870	6 230 0 0	85,280 0	6 390 0 0	370 0 0	12 960 0 0	2 916	11,905	14,821
Total for 10 weeks	16 510	6 901 0 0	91,440 0	7 050 0 0	400 0 0	14 340 0 0	3,306	18 623	16,929
Comparison									
Total for corresponding week of previous year	2 070	791 0 0	4,728 0	620 0 0	145 0 0	1,458 0 0	105	959	1,164
Per mile of railway corresponding week of previous year	63	24 0 0	142 0	19 0 0		43 0 0			...
Total to corresponding date of previous year	17 547	7 322 0 0	102,014 0	8,860 0 0	1 751 0 0	17 489 0 0	1,895	9,504	11,399

* Excluding coaching ferry
† Including ballast train miles 1389

MYMENSINGH-JAGANNATHGANJ RAILWAY

Approximate Return of Traffic and Mileage for the week ended 9th March 1901, on 53 37 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run		
	No of passengers	Coaching receipts	Weight carried.	Receipts			Coaching	Merchandise	Total.
		Rs A P	Mds s	Rs A P	Rs. A. P	Rs A P.			
Total traffic for the week	9 090	2,490 0 0	4 420 0	290 0 0	10 0 0	2 730 0 0	1,138	346	1,484
Or per mile of railway	170	46 0 0	83 0	5 0 0		51 0 0			...
For previous 9 weeks of half year	60 040	20 210 0 0	133,580 0	6,580 0 0	140 0 0	26,930 0 0	9,704	5,926	15,630
Total for 10 weeks	69,130	22,640 0 0	138 000 0	6,870 0 0	150 0 0	29,660 0 0	10,842	6,272	17,114
Comparison									
Total for corresponding week of previous year	10,031	2 462 0 0	9 638 0	558 0 0	22 0 0	3,042 0 0	1,031	493	1,424
Per mile of railway corresponding week of previous year	188	46 0 0	181 0	11 0 0	...	57 0 0	...	...	...
Total to corresponding date of previous year	84,301	21,201 0 0	207,865 0	12,773 0 0	158 0 0	33,325 0 0	10,042	6 832	16,874

BRAHMAPUTRA-SULTANPUR RAILWAY

Approximate Return of Traffic and Mileage for the week ended 9th March 1901, on 59 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run		
	No. of passengers	Coaching receipts	Weight carried	Receipts.			Coaching	Merchandise	Total.
		Rs A P	Mds s.	Rs. A P	Rs A P	Rs A P			
Total traffic for the week	6,300	1,790 0 0	12 740 0	1 120 0 0	50 0 0	2,960 0 0	765	915	1,680
Or per mile of railway	107	30 0 0	216 0	19 0 0	1 0 0	50 0 0			
For previous 9 weeks of half year	.54,270	15 770 0 0	147 450 0	13,830 0 0	330 0 0	29,930 0 0	8 951	6,874	15 825
Total for 10 weeks	60,570	17 560 0 0	160,190 0	14 950 0 0	380 0 0	32 890 0 0	9 716	7,789	17 505
Comparison									
Total for corresponding week of previous year	*2,744	810 0 0	22,909 0	659 0 0	5 0 0	1,474 0 0	330	1,307	1,637
Per mile of railway corresponding week of previous year	112	33 0 0	931 0	27 0 0		60 0 0			
Total to corresponding date of previous year ..	24,142	7 278 0 0	320 892 0	11,253 0 0	84 0 0	18,595 0 0	1,954	10 796	12 750

BENGAL CENTRAL RAILWAY COMPANY, "LIMITED"

Approximate Return of Traffic and Mileage for the Week ended 2nd March 1901, on 139 miles open

	Coaching Traffic		Merchandise and Mineral Traffic.		Other earnings	Total earnings	Traffic Train miles run		
	Number of passengers	Coaching receipts.	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	37,190	16 833 0 0	63 701 0	4 691 0 0	73 0 0	21,599 0 0	4 550	1,567	6,117
Or per mile of railway	286	129 0 0†	458 0	34 0 0	1 0 0	164 0 0			
For previous 8 weeks of half year*	2,59,949	1 16 426 0 0	491,266 0	38 255 0 0	39 126 0 0	1 93 807 0 0	34,960	20,542	55,502
Total for 9 weeks ..	297 139	1,33 259 0 0	5,54 967 0	42 948 0 0	39 199 0 0	2 15 406 0 0	39 510	22 109	61 619
Comparison									
Total for corresponding week of previous year	39 831	14,940 0 0	120 165 0	8,448 0 0	84 0 0	23,482 0 0	4,587	2,934	7,521
Per mile of railway corresponding week of previous year	306	115 0 0	864 0	61 0 0	1 0 0	177 0 0	...		
Total to corresponding date of previous year	303 878	1 23 975 0 0	763 930 0	58,017 0 0	20,023 0 0	2,02 015 0 0	42 036	24,246	66,282

* Audited up to week ending 12th January 1901

† Coaching traffic calculated on 130 miles only

BENGAL CENTRAL RAILWAY COMPANY, "LIMITED"

Approximate Return of Traffic and Mileage for the week ended 9th March 1901, on 139 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run.		
	No. of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	42 853	16 738 0 0	58,369 0	4,275 0 0	77 0 0	21,090 0 0	3,971	2,105	6,076
Or per mile of railway	339	†120 0 0	420 0	31 0 0	1 0 0	161 0 0		...	...
For previous 8 weeks of half year* ...	297,139	1 33 259 0 0	5 54 967 0	42 948 0 0	39,199 0 0	2,15,406 0 0	39 510	22 109	61 619
Total for 9 weeks	339,992	1 49,997 0 0	6 13,336 0	47 223 0 0	39 276 0 0	2,36,496 0 0	43 481	24,214	67,695
Comparison									
Total for corresponding week of previous year	39,980	14,720 0 0	1 30 305 0	9 613 0 0	105 0 0	24,438 0 0	4,474	4,729	9,203
Per mile of railway corresponding week of previous year	308	113 0 0	937 0	69 0 0	1 0 0	183 0 0	..	......	
Total to corresponding date of previous year	343,858	1 38,695 0 0	8,94,235 0	67,030 0 0	20,128 0 0	2,26,452 0 0	46,510	28,975	75,485

* Audited up to week ending 12th January 1901.

† Coaching traffic calculated on 130 miles only

BENGAL AND NORTH-WESTERN RAILWAY

Approximate Return of Traffic for the week ending 9th March 1901, on (a) 1,237 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated), including steam-boat.	Total earnings	Traffic Train miles run		
	No of passengers	Receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs	Mds.	Rs	Rs	Rs			
Total traffic for the week on (a) 1,237 miles open	174 250	(b) 71 210	653 290	(c) 98,440	16 260	1,85,9[illegible]0	32 080	(d)31,844	63,924
Or per mile of railway	140 87	57 57	528 12	79 58	13 14	150 29		......	......
For previous 8½ weeks of half year	1 381 040	5,86 657	6 012 221	8,50,568	1 42 463	15 70 698	270,265	253,600	523,874
Total for 9½ weeks	1 555,290	6,57,867	6 665 511	9,49,008	1 58 723	17,65 598	302,345	285,453	587,798
Comparison									
Total for corresponding week of previous year on 1 157 miles open	140,843	61 453	74[illegible] 093	96 791	16 787	1,7[illegible] 037	27 [illegible]42	(e)35,283	62 625
Per mile of corresponding week of previous year	121 73	53 12	641 [illegible]	83 66	14 51	151[illegible]9			......
Total to corresponding date of previous year	1 308 64[illegible]	5 46,027	6,878 786	9 39,603	1 [illegible]	16 52 112	26[illegible] 531	[illegible],18 486	588,017

(a) 24 75 miles Kursela to Katihar Hajipur Katihar Extension opened on 7th March 1901 The average mileage of the week is shown in this return
(b) Increase is due to increased mileage and improved traffic generally
(c) Decrease in weight with increased amount is due to longer lead
(d) Includes 3 374 miles of ballast trains run on open line
(e) „ 5 050 „ „

SEGOWLIE RAKSAUL BRANCH RAILWAY

(Worked by the B & N.-W Railway)

Approximate Return of Traffic for week ending 9th March 1901, on 18 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	Passengers carried	Receipts	Weight carried	Receipts			Coaching	Merchandise	Total
	No	Rs	Mds	Rs	Rs	Rs			
Total traffic for the period on 18 miles open	1,[illegible]3	247	14 2[illegible]2	306	6	5[illegible]	38[illegible]	121	504
Or per mile of railway	7[illegible] 1[illegible]	13 44	[illegible]	16 95	0 33	[illegible] 72			
For previous [illegible] weeks of half year	14 83[illegible]	2[illegible]	107 10	3 3[illegible]	3 8	6[illegible] 8	2,0[illegible]	996	3 924
Total for 9½ weeks	1[illegible] 18	3 103	1 1[illegible]04	3 614	[illegible]	7 111	3 311	1 117	4 428
Comparison									
Total for corresponding week of previous year on 18 miles open	1 [illegible]1		10[illegible]	643	[illegible]	944	17[illegible]	11[illegible]	288
Per mile of corresponding week of previous year	[illegible] 83	1[illegible] 7	[illegible]	3[illegible]1	0 3[illegible]	5 [illegible]			
Total to corresponding date of previous year	13 8[illegible] 4	[illegible] 2[illegible]	87 08[illegible]	[illegible] 071	76	5 671	1,685	93[illegible]	2,620

ASSAM BENGAL RAILWAY

Approximate Return of Traffic for the week ended [illegible] February 1901, on 397 miles open for all descriptions of traffic, and an additional 151 miles for goods and parcels traffic only

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	No of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	68 231	946[illegible] 0 0	203 377 0	1[illegible]63[illegible] 0 0	[illegible] 638 0 0	71 490 0 0	7 150	6 973	14,123
Or per mile of railway	1 1[illegible]7	1[illegible] 41	[illegible] 1 86	2[illegible] 5[illegible]	4 22	167 22	18 01	12 06	30 07
For previous [illegible] weeks of half year	[illegible]60 961	1 7[illegible] 9[illegible] 0 0	11,56 009 0	[illegible]0 320 0 0	8,[illegible]63 0 0	2 78,12[illegible] 0 0	*31,213	*47 343	78 556
Total for [illegible] weeks	32[illegible] 192	[illegible] 4 2[illegible] 0 0	13 59 386 0	1 0[illegible] 956 0 0	11 301 0 0	[illegible] 4[illegible],648 0 0	38,363	54,316	92,679
Comparison									
Total for corresponding week of previous year	33 54	[illegible]1,519 0 0	[illegible] 08,555 [illegible]	14 [illegible]5 0 0	2,60[illegible] 0 0	38,177 0 0	4,380	6,749	11,129
Per mile of railway corresponding week of previous year	84 71	54 [illegible]	4[illegible]6 7	2 [illegible]	5 07	92 54	11 06	15 55	20·61
Total to corresponding date of previous year *	[illegible] 16[illegible]	1 57 [illegible]71 [illegible] 0	14 80,470 0	1 02 459 0 0	8,810 0 0	2,48 840 0 0	*33,106	*51,405	84 511

* Traffic train miles of mixed trains, Chittagong Section revised

FINANCIAL YEAR.

Approximate Statement of Gross Receipts of the Assam-Bengal Railway

Receipts for week ending 23rd February 1901			Receipts for week ending 24th February 1900			Total receipts from 1st April 1900 to 23rd February 1901			Total receipts from 1st April 1899 to 24th February 1900			Total increase in 1901	Total decrease in 1901
Mean mileage worked	Receipts.	Per mile worked	Mean mileage worked	Receipts	Per mile worked	Mean mileage worked.	Total receipts	Per mile worked per week	Mean mileage worked	Total receipts	Per mile worked per week		
	Rs	Rs		Rs	Rs		Rs			Rs		Rs	Rs
578	71 420	107 22	436 14	88,177	92 54	578	16,05 351		436 14	14 41 720		1 63,631	......

DARJEELING HIMALAYAN RAILWAY COMPANY, LIMITED.

		Rs	A	P
Approximate earnings for the week ending 9th March 1901		13,866	0	0
Audited earnings for the corresponding period of 1900	.. ..	17,919	0	0
Decrease	... ...	4,053	0	0
Receipts per mile for the week ending 9th March 1901	...	271	14	1
Ditto for the corresponding period of 1900	... ..	351	6	8
Decrease	.. .. ..	79	7	7
Receipts from 1st January to 9th March 1901	.	1,02,257	0	0
Ditto for the corresponding period of 1900	.. .	1,29,266	0	0
Decrease	.. ..	27,009	0	0

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No. 13 of 1901.

SUPPLEMENT TO

The Calcutta Gazette.

WEDNESDAY, MARCH 27, 1901

OFFICIAL PAPERS.

[Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on payment of five rupees per annum if delivered in Calcutta, or seven rupees and eight annas if sent by post.]

CONTENTS

Report of the Commission appointed to enquire into the working of the Calcutta Port Trust.

No 37Marine.—The Report of the Commission appointed to enquire into the working of the Calcutta Port Trust is hereby published for general information A Resolution of the Government on the Report will be published shortly, and, in the meantime, the Lieutenant-Governor offers to the gentlemen of the Commission his thanks for their services on a long and onerous duty

MARINE DEPT ,
The 23rd March 1901.

R B. BUCKLEY,
Secretary to the Govt. of Bengal.

REPORT

OF THE

COMMITTEE APPOINTED TO ENQUIRE

INTO THE

WORKING OF THE CALCUTTA PORT TRUST

INTRODUCTORY

Appointment of the Committee

THE Committee was appointed by Bengal Government Resolution No 2074Marine, dated the 30th October 1900, in consequence of representations made to the Government of Bengal by the Bengal Chamber of Commerce and various public bodies affiliated to it, and by the Calcutta Trades Association, from which it appeared that there existed among the mercantile community of Calcutta an absence of confidence in the administration of the Calcutta Port Trust

The management of the Trust having been publicly challenged, it was considered best, in the interests of all parties, that an enquiry should be held. The constitution of the Committee was settled in consultation with the Chamber of Commerce as representing the commercial interests of Calcutta It included the following gentlemen —

The HON'BLE MR E N BAKER, I C S , C S.I , Secretary to the Government of Bengal, Financial and Municipal Departments . . . *President.*

The HON'BLE SIR ALLAN ARTHUR, KT. . . ⎫
" " MR G H SUTHERLAND, President of the Bengal Chamber of Commerce . . . ⎪
SIR PATRICK PLAYFAIR, KT , C I E ... ⎪
MR F. G DUMAYNE, Secretary to the Bombay Port Trust . . ... ⎬ *Members.*
MR A. MUIRHEAD, General Traffic Manager, Great Indian Peninsular Railway . . ⎪
MR J. LIGHTFOOT, Manager, Eastern Bengal State Railway . . . . ⎭
MR. E R. GARDINER . . .. *Secretary.*

2 The issues referred to the Committee were the following —

(1) How far can the present management of the Trust be improved—

(*a*) with regard to efficiency ,
(*b*) with regard to economy.

(2) Should the profits of one part of the Trust property be used to meet deficits on another, or should they be kept entirely separate.

(3) Should the offices of Vice-Chairman and Chief Engineer to the Commissioners be separated on the expiration of the term of office of the present incumbent, and, if so, what other changes in the present organisation are desirable.

3. In accordance with the directions given in the Government Resolution we beg to present the following report.

PROCEEDINGS

Meetings and Evidence

4. We have held in all 12 meetings. The first of these was held on the 16th November 1900, for the purpose of settling the procedure to be followed in our enquiry. Six meetings were held for the public examination of witnesses, and four meetings on the 6th, 7th, 8th and 9th of February 1901 were devoted to discussing the evidence presented to us, and formulating the conclusions based on that evidence and on our enquiries A final meeting for the adoption of our report was held on the 11th of March 1901.

At the first meeting a list of questions was framed to elicit evidence on the various issues before us These are set forth in Appendix A of this Report They were circulated to the Chamber of Commerce and all other Commercial Associations interested in the enquiry, and their co-operation was requested in obtaining evidence Notices were inserted in the public press, inviting all persons interested in the working of the Port to tender evidence

In response to these requests, the following gentlemen submitted written statements of their opinions —

(1)	Mr H M Ross	Calcutta Baled Jute Association
(2)	„ J Nicoll	Indian Jute Manufacturers Association
(3)	„ H H Macleod	Do Mining Association
(4)	„ H W Cassels	Secretary, Liners' Conference
(5)	„ W H McKewan	Calcutta Wheat and Seeds Trade Association
(6)	Babu Nalin Bihari Sircar	Calcutta Import Trade Association
(7)	„ Radha Raman Kerr	Bengal National Chamber of Commerce
(8)	„ Nalin Bihari Sircar	Messrs Kerr, Tarruck and Company

With the exception of Babu Radha Raman Kerr, whose evidence was received towards the close of the enquiry, these gentlemen subsequently appeared before us for oral examination

In addition, communications on specific points dealt with in the enquiry were received from Mr A. A Apcar, Messrs Macdougall, Clark and Company, Sir James Mackay, Messrs Bird and Company, Messrs Macdowell and Company, the Agent, East Indian Railway, the Agent, Bengal-Nagpur Railway, the Manager, Eastern Bengal State Railway, and the Indian Tea Traders Association

To supplement the evidence thus obtained—

Mr M C Turner	Messrs Mackinnon, Mackenzie and Company,
„ E Cable	„ Bird and Company,
The Hon'ble Mr R P Ashton	„ Kilburn and Company,

were subsequently invited to appear, and were examined on matters that arose during the enquiry.

Mr. J. H Apjohn, Vice-Chairman and Chief Engineer of the Port Trust, has been examined from time to time throughout our enquiries, and has greatly assisted us in the compilation of statements and figures that it has been necessary to obtain.

The whole of the evidence received will be found in Appendix B to this report.

Appointment of Sub Committee

5. At our first meeting we appointed a Sub-Committee to investigate in detail the working of each department of the Trust The Sub-Committee consisted of the three expert members of the Committee, viz, Mr. F G Dumayne, Secretary to the Bombay Port Trust, Mr. A. Muirhead, General Traffic Manager, Great Indian Peninsular Railway, and Mr. J Lightfoot, Manager, Eastern Bengal State Railway This Sub-Committee has examined fully the methods of working, the duties of employés, the financial results, the system of accounts, and generally the state of efficiency in each branch of the administration of the Trust They brought to their enquiry an intimate knowledge of methods and results obtaining elsewhere in similar undertakings, and have presented a report which has been

of the greatest assistance in arriving at our final conclusions. This forms Appendix D of our present report To enable the Sub-Committee to frame proposals for the better management of the workshops of the Trust, Mr C A. Walsh, Inspector of Factories, was invited to accompany them over the shops and give his opinion on their working

The Luff Point scheme

6 In addition to inspecting all parts of the Trust property, we have also visited Luff Point, the site at which the Bengal-Nagpur Railway has proposed to construct coaling Docks On this occasion we were accompanied by Mr T. R Wynne, the originator of the scheme, Captain Petley, Deputy Conservator of the Port, and several gentlemen interested in the proposal

PRESENT ARRANGEMENTS

Constitution of the Trust

7 The Port Trust of Calcutta was first established in 1870. It is administered by a body of Commissioners consisting of a Chairman appointed by Government, a Vice-Chairman, and thirteen Commissioners Of these last, eight are elected, and five appointed by Government The eight elected Commissioners are returned, five by the Bengal Chamber of Commerce, one by the Trades Association, one by the Bengal National Chamber of Commerce, and one by the Corporation of Calcutta

Powers and duties of the Trustees

8. The powers and duties of the Commissioners are prescribed by the Calcutta Port Act, III (B C) of 1890 Various sections of this Act invest the Commissioners with power to do everything that may be necessary for the improvement of the Port and the advancement of its trade They have also been appointed, under section 7 of the Indian Ports Act, X of 1889, to be Conservators of the Port of Calcutta, and, as such, have charge of the navigable channels of the river leading to, as well as within the limits of, the Port proper Their duties may be conveniently divided into two groups, (1) those which concern the safety of vessels visiting the Port, and (2) those which are undertaken to provide facilities for trade.

The duties falling into the former group are discharged by the Port Approaches Department and the Harbour Master's Department Both of these are controlled by the Deputy Conservator, and are concerned,—the first with the survey, buoying, and lighting of the Hooghly from the sea to Port limits, the second with the control and movement of vessels while in the Port itself

9. The facilities provided for trade have been very largely increased during the existence of the Trust.

Development of the Trust property

When the Commissioners entered upon their duties in 1870, they took over from Government four Jetties and some minor works of improvement of the river bank which formed the foundation of the present Inland Vessels' Wharves They also leased from Government the Strand Bank lands With these works they took over a capital debt of Rs. 10,00,000, which was subsequently increased by Rs 17,65,000, the value of the Port block made over to them by Government During the thirty years of their administration of the Trust, they have continuously developed this property until at the present day the works which are vested in them for the benefit of the trade of the Port include the following —

A —(i) *The Jetties*, consisting of six berths for sea-going vessels, having a frontage of 2,982 feet, with sheds and warehouses for the accommodation of the import trade. From 1884 85 till 1897-98 there were eight Jetties, but in the latter year, they were reduced to six, the total quay frontage remaining the same

(ii) *The Petroleum Wharf* at Budge-Budge, with sheds and tanks for dealing with the import trade in oil, both in cases and in bulk.

(iii) *The Tea Warehouse* situated in the Jetty enclosure, where tea for export is stored prior to shipment, and where it can be sampled and bulked as may be required by the seller.

B.—*Inland Vessels' Wharves*.—These now comprise property on both banks of the river. On the Calcutta side the Commissioners control the frontage from Tolly's Nul'ah to Cossipore, with the exception of the Eastern Bengal State Railway wharf at Chitpur. On the Howrah bank they own the frontage from Shalimar to Messrs. Burn and Company's wharf at Howrah, except a portion recently acquired by the Bengal-Nagpur Railway. North of Howrah, they own two isolated ghâts, Tolkul Ghât and Sulkea Banda Ghât.

C.—*The Strand Bank lands*.—These are leased to the Trust at a quit-rent of Rs. 37,292 per annum. They are let to private tenants, and the income derived is used for the improvement of the property held by the Trust.

D.—*The Block used in the Harbour Master's Department* consisting of moorings and buoys, dredgers, anchor boats, fire-engines, anchor vessels, steam-launches, &c.

E.—*The Port Trust Railway*. This consists of lines between Cossipore and the Kidderpore Docks on the left bank of the river, and between Howrah and Shalimar on the right bank. The aggregate length is 8.526 miles, and, including all sidings, the length of track is approximately 69 miles.

F.—*The Block of the Port Approaches provided for the survey, buoying and lighting of the Hooghly*.—This consists chiefly of the vessels employed on those works. This Department was made over to the Trust in 1881-82, the value of vessels transferred being Rs. 6,21,163. To these the Commissioners have since added vessels costing Rs. 11,00,6[illegible].

G.—*The Kidderpore Docks*.—These were commenced in 1884-85, and the first vessel entered them in June 1892. The original scheme provided for entrances, a tidal basin, two wet Docks, a dry Dock, a boat canal, sheds, railway lines, pumping plant, etc. These works have been carried out with the exception of the second wet Dock with its accessories which are held in abeyance. Thirteen berths for general cargo are available, and recently four coaling berths have been constructed, and two more are under construction. A second graving Dock is also under construction. Three berths for salt ships have also been provided, with bonded warehouses for salt alongside. These, together with the coal berths, are on the site of the proposed Dock No. 2 of which they form a part.

10. The book value of these works, on the 31st March 1900, as shown in the Port Trust accounts, is Rs. 5,70,55,197. This figure, however, is misleading, and does not represent the true present value of the block. This point is further referred to in paragraph 19 below. In addition to the block, the Trust has accumulated reserve funds and sinking funds for repayment of debt aggregating Rs. 35,83,856.

Value of Trust property.

The cost of this property and the investments have been met from the following sources:—

	Rs.
Loans from Government	3,65,60,666
Debenture loans	1,20,00,000
Total Loans	4,85,60,666
Contributions from Government	7,05,747
Ditto from Revenue	98,48,701
Sale of land	15,23,939
Total	6,06,39,053

For this Capital expenditure the work done by the Trust may be summarised thus it has greatly extended the Jetties and the accommodation provided in connection with them, it has furnished special accommodation for the petroleum trade, the tea trade, the coal trade, and the salt trade, and is now providing similar facilities for the wheat and seed trade. It has supplied the shipping with a graving Dock, and is now building a second It has lined the Calcutta bank of the river with wharves for the convenience of the inland trade, and has made similar, though less extensive, arrangements on the Howrah bank. It has constructed a railway on both banks of the river; and has provided a fully equipped Dock for which demands have been made at intervals from so far back as 1781.

11 In Appendix C we give figures compiled from the Customs returns and the Port Trust accounts, showing the total import and export trade of the Port in the principal staples during the last three years, together with the volume dealt with by the Port Trust.

FINANCE

Revenue and Expenditure

12 The revenue and expenditure of the Trust for 1899-1900, and the budget estimate for 1900-1901, are shown in the following table —

	1899 1900		1900 1901 (ESTIMATED)	
	Revenue	Expenditure	Revenue	Expenditure
1	2	3	4	5
	Rs	Rs	Rs	Rs
Jetties	17,52,780	12,74,629	17,84,750	13,05,657
Inland Vessels Wharves	5,31,178	4,88,994	5,26,000	4,80,355
Strand Bank Lands	1,89,537	1,16,752	1,75,994	1,16,438
Harbour Master's Department	5 72,549	6,85,224	5,61,514	6,96,860
Railway	4 96,014	3,94,684	4 40,000	4,08,641
Port Approaches	4,96,990	5,80,149	4,86,015	5,78,954
Docks	16,50,068	30,92,174	18,27,500	31,36,901
Special Toll	9,68 018	20,889	10,00,000	21,263
Pensions and Compassionate Allowances		*		56,000
Total	66,51,114	66,53,495	68,01,773	67,96,069

* The details of this item are distributed over the various Departments, the total being Rs 47,294

13 The revenue of the Trust is derived partly from obligatory charges on ships and on goods, and partly from voluntary payments for conveniences offered and for services rendered

The obligatory charges on shipping consist (1) of the Port dues which are levied at present at the maximum rate of 4 annas a ton, (2) of fees for the use of moorings, and (3) of payments for the services of Harbour Masters in regulating the movements of vessels Voluntary payments are made by the vessels for the use of Jetties, for the use of the floating crane, and of the hydraulic cranes at the Docks, for night-work, and for accommodation in the graving Dock On goods, the only obligatory charges are—(1) the Special Toll of 4 annas a ton on all goods, except coal, landed or shipped in the Port; and (2) a wharfage charge of 2 annas a ton on goods using the Inland Vessels Wharves The voluntary charges on goods are for the use of the Commissioners appliances and for labour supplied by them in landing, shipping, and warehousing The revenue derived from the Port Trust Railway is in part direct earnings from the transportation of goods, and in part a receipt from the main lines running into the Port on account of Terminal services rendered by the Trust.

The minor sources of revenue are rents received for land and buildings, and miscellaneous receipts such as earnings of tugs and interest on Reserve Funds.

Revenue

14 The revenue of 1899-1900 subdivided under the above heads stands thus :—

	Rs	Rs	Rs
I.—Charges on Shipping—			
(a) Obligatory payments—			
Port dues	4,81,793		
Mooring hire	2,94,537		
Harbour Master's fees	1,99,665		
License fees from boats	26,315		
		10,02,310	
(b) Optional payments—			
Jetty hire	59,007		
Crane hire and night-work	2,94,244		
Use of Graving Dock	1,58,334		
		5,11,585	
Total from Shipping			15,13 895
II.—Charges on goods—			
(a) Obligatory payments—			
Special Toll	9,68,013		
Inland vessels wharfage	3,89,275		
		13,57,288	
(b) Optional payments—			
Landing charges	6,70,023		
Shipping „	10,23,097		
Warehouse and removal charges	1,81,385		
		18,74,505	
(c) Petroleum depôt	4 37,582		
		4,37,582	
Total from goods			36,69,375
III.—Railway—			
Carriage of goods	4 96,014		
Terminal charges	1,41,225		
			6,37,239
IV.—Rents—			
Lands, buildings and wharves	3,86,751		
Tea warehouse	1,04,509		
			4,91,260
V.—Miscellaneous	3,39,345		3,39,345
Total Revenue			66,51,114

Expenditure

15. The main heads of expenditure in the year 1899-1900 were —

	Rs
Establishment	16,38,897
Working expenses	15,14,500
Repairs, renewals and depreciation	7,58,329
Rent and taxes	2,68,624
Interest and Sinking Fund	22,99,174
Miscellaneous	1,48,968
Total	66,53,495

16. In examining the financial position of the Trust, we have found considerable difficulty owing to the system under which the accounts are presented in the published reports. The whole system of accounts has been thoroughly examined, and is discussed in detail in paragraph 125 of the Sub-Committee's report (Appendix D). Their conclusion is that the mass of information published in the Administration Report is much of it unnecessary, while the mode of stating it is confusing, misleading, and in some cases inaccurate. We have had frequent occasion to endorse this view during the progress of our enquiry

Accounts

17 For Budget purposes and for the presentation of the accounts, the working of the Trust is divided into the following main heads (1) Jetties, (2) Inland Vessels Wharves, (3) Strand Bank Lands, (4) Harbour Master's Department, (5) New Works (Capital), (6) Railway, (7) Port Approaches, (8) Docks, (9) Special Toll.

We have found that in many cases the allocation of charges to these heads is inaccurate, and the result presented is not what it purports to be One of the points on which stress has been laid by critics of the administration of the Trust is that the importer at the Jetties is being heavily overcharged to enable the Trust to meet deficits caused mainly by low charges on exports This view is based on the figures given in the accounts under the head of Jetties These figures, however, include those relating to many special services, such as the Petroleum Wharf, the Tea Warehouse, the piece goods warehouses, and the 30 ton crane After eliminating these, the revenue of the Jetties will be found to be only about 5½ per cent. on their Capital cost, not including the value of the land which was a free gift from Government *

Present classification defective

* See paragraph 12 of the Sub Committee's Report (Appendix D)

Again, the Harbour Master's Department receives credit in the accounts for mooring hire of vessels lying in the Docks or at the Jetties,—items which, in our opinion, should clearly be credited to the Docks and Jetties respectively

The cost of the Dock Police, amounting to Rs. 17,629, is debited to the Harbour Master's Department instead of to the Docks

In Appendix 2, Part VIII of the published Accounts of the Trust, the income from the Special Toll is credited to Dock revenue, for the purpose of reducing the figure of revenue loss There is no real reason why it should be shown against one Department which may work at a loss more than against another.

Such defects as these render the detailed divisions of the Revenue accounts of little value for the purposes for which they are published.

18 In this connection we have considered to what extent, if any, the different Departments into which the Trust is at present divided for administrative purposes should be treated as financially independent of each other We are of opinion that while the accounts should set forth correctly the receipts and charges properly relating to each head of service, so as to show readily what outlay is incurred on and what return is obtained from each, yet it is neither desirable nor practicable that each Department should be financially independent or self-supporting We observe that no such separation is attempted in Bombay This view is borne out by the statements of the witnesses examined. Mr. Ross, though in the main adhering to the view † that each Department should be self supporting, makes exceptions. In his written evidence he says —

Different Departments of the Trust should not be treated as financially independent of each other

† Appendix A, page 69

"I look on the annual deficit of the Port approaches as being something of a necessity, since, unless vessels come up to Calcutta, no profit can be made out of the Port Trust"

Again, in his answer to question No 207 (Appendix B, page 117), Mr. Ross states —

'I was prepared to see any Department showing a deficit merged in one showing a profit, provided that the prosperity of the one depended on the other.'

‡ Appendix A, page 74

Mr. McKewan writes‡ —

"Theoretically the idea that each Department of the Trust should be self-supporting seems sound and business-like, but whereas in a merchant's business a Department that does

not pay can be closed up, the Port Trust cannot send the Docks about their business. Moreover, any attempt to raise charges to a level that would at once make the Docks pay would defeat its own object; no goods would go there In my opinion, any discussion on this question except as an academic one is for the present useless"

The views of the Sub-Committee on this subject are stated as follows in paragraph 128 of their Report —

"We are of one opinion so far that all the Departments of the Trust should be treated as a whole, and although for convenience of financial control separate accounts may be kept of the receipts and expenditure of each, the control establishment and general charges should be under one section, and not subdivided as they are at present, as it only causes trouble and serves no useful purpose"

With these views we agree. We consider that the operations of the Trust in all Departments should be treated as a whole We entirely dissent from the view that each Department should be independent and self supporting The import and export trades are mutually dependent on one another, and cannot be treated apart. The Railway is an essential part of the machinery of the Port, and cannot be treated separately from the Docks and Jetties which it serves The same remark applies to the Inland Vessels Wharves The only exceptions are (1) the Port Approaches, which are outside and independent of the rest of the Trust, and (2) any special conveniences or appliances provided for particular trades, which are non-essential, and which could, if necessary, be either abandoned altogether or left to private enterprise, such as the tea warehouse, the piece-goods warehouse, the 30-ton crane, or the graving Dock Even in the case of the Port Approaches, while we think that the receipts should, as nearly as possible, cover the charges, we regard an increase in the maximum rate of Port dues as a greater evil than the grant of a contribution from the general revenues of the Trust

19 A further point in which we find the published accounts to be very misleading is the statement showing the value of the block as given in Appendix 4 to the Annual Administration Report With the exception of one sub head, including the block of the Port or Harbour Master's Department, no depreciation on the original expenditure is shown Works and machinery, rolling stock and vessels are all shown at their original Capital cost, and in some cases even repairs and renewals are added to that cost The Block account, as it stands, is valueless for the primary use of such an account, not being a record of present values

Block account misleading.

The Sub Committee has pointed out the defects of the account in detail in their report, paragraph 125 (b)

20. Mr Lightfoot has undertaken to prepare a revised set of forms of account These are not yet ready, and we do not delay our report in order to include them. When they are submitted, they should receive the consideration of the Commissioners

System of Accounts proposed

21. In examining the accounts, our attention has been drawn to the numerous Depreciation or Insurance funds that have from time to time been opened as the necessity for each became apparent There are at present seven of these funds, the aggregate balances being under 12 lakhs. We see no sufficient reason for maintaining more than one such fund to meet casualties of all kinds, and we recommend that they all may be amalgamated.

Amalgamation of Depreciation and Reserve Funds

22 We also draw special attention to the necessity of a thoroughly complete system of test audit over the daily receipts. The present system of test audit introduced by Mr. Apjohn has proved of great value, but there are further precautions in the shape of earlier check, checks by surprise visits, and checks through the Custom House documents, which are necessary to protect the Trust against possible losses of revenue Such improvements as we recommend are dealt with in detail in paragraphs 24, 35 to 37, 45, 80, and 113 of the Sub-Committee's Report (Appendix D).

Test Audit

Charges for repairs and contingencies should be reduced

23. As regards check on expenditure, we consider that much may be effected by a more careful scrutiny of the necessity for each item when framing the annual budget estimate. We believe that allotments, especially under the head of Repairs, have often been made with too liberal a hand, and that the unspecified expenditure under the head of Contingencies should be reduced below that which is now regularly shown If allotments, in the first instance, are carefully considered, and if any probable excess is laid before the Commissioners for orders, and if no reappropriations between budget heads are made without the sanction of the Trustees, we anticipate that some reduction of expenditure may be obtained.

Debt

24 The heaviest item on the expenditure side of the account is the Interest and Sinking Fund The Capital debt on which these charges are incurred stood on the 31st March 1900, thus —

	Rate	Original amount	Charges: Sinking Fund	Charges: Interest	
	Per cent	Rs	Rs	Rs	
Government consolidated loan	4½	60 25,100	2,02,139	1,23,996	
Book debt on account of value of Port block	4½	17,65,000		79,425	Not repayable
Debenture loan of 1881	4½	10 00,000	18 928	45,000	
Ditto of 1883	4½	20 00,000	41,452	90,000	
Ditto of 1886	5½	30,00,000	60,152	1,65 000	
Ditto of 1895	4	1 50,000	3,208	6,000	
Ditto of 1895	4	16 00 000	34,326	64,000	
Ditto of 1897	4	15 00,000	32,400	60 000	
Ditto of 1899	4½	12 50,000	27,000	56,250	
Ditto of 1899	4	15 00 000	16,200	30 000	½ year only
Government Dock loan	4	2 87,70,566		11,50,823	The Sinking Fund on the Dock loan has not yet come into operation
Total		4,85,60,666	4,35,805	18,70,194	

	23,06,299
Add Bank Charge	4,300
	23,10,599
Deduct amount allotted to the Howrah Bridge	11,425
Net charge	22,99,174

A further Debenture Loan of Rs 10,35,600 has been raised during the current year, so that the total original amount of the Capital Debt at present stands at Rs 4,95,96,266

Of this sum Rs 34,21,801 has been repaid to Government, and a sum of Rs 23,96,600 is invested in Sinking Funds to extinguish the debenture loans.

Deducting the sum already repaid and the value of the Port block which is permanent debt, the present balance of the Commissioners' debt is Rs 4,44,09,465.

Repayment of Debt.

25 In the correspondence which led to the appointment of our Committee, the view was expressed in some quarters that the Commissioners have applied too small a proportion of their revenue to the repayment of debt. This view has not received any large measure of support from the witnesses examined, nor is it one that we are able to endorse. We are of opinion that, in the case of works constructed by a public body such as the Port Trust, the duration of a loan should be fixed with reference to the probable life of the works for which it is raised, allowance being made for a reasonable margin of safety. If the Trustees pay off their loans at a more rapid rate, they lay themselves open to the charge of imposing unnecessarily heavy burdens on the present generation of trade for the benefit of the next. In this view we consider that the Trustees acted wisely in applying their surplus revenue to reducing, and subsequently altogether abolishing, the Port dues from 1884-85 to 1892-93.

Term for repayment of debt should be extended

26. So far from thinking that the period at present adopted for liquidation of the various loans of the Trust is too long, we are of opinion that it is too short, and that it would be legitimate to considerably extend it. Our specific recommendations, and the relief which they will afford to the finances of the Trust, are set forth below The payments for interest and loan charges are a heavy burden on the trade of the Port, and our examination of the details of this charge has led us to the conclusion that it can be reduced without in any way impairing the financial security of the Trust.

27. The particulars of the debt of the Trust will be found in Appendix C, Statement No. 2

The total debt, as shown in the statement, excluding the book debt of Rs 17,65,000 which is not repayable, is of three kinds, each of which is being liquidated under a different arrangement These are as follows:—

	Rs
Balance of Consolidated Government Loan ...	26,03,299
Government Dock Loan . .	2,87,70,566
Debentures .	1,30,35,600
Total	4,44,09,465

Reduction of charge on account of the consolidated Government loan

28 The consolidated loan bears interest at Rs. 4½ per cent Its original amount was Rs. 60,25,100, which was made up of a number of loans received from Government at various times down to 1879. In that year they were consolidated, and it was arranged that they should be liquidated by a fixed annual payment of Rs 3,26,135, including both principal and interest, by the year 1910 By these payments, the principal has been gradually reduced to Rs. 26,03,299

By section 27 of the Calcutta Port Act, the Commissioners are empowered to repay this balance at any time, and we recommend that they now raise a debenture loan of the requisite amount to enable them to do so. We estimate that they could obtain the money at Rs 4 per cent, at an average of about Rs 98

Debenture loans being under the law repayable in thirty years, the effect of this transaction is to postpone the repayment of the balance of the consolidated loan to 1931 This we consider legitimate, seeing that not more than 8½ lakhs of the total loan (Rs 60,25,100) dates back to 1870, more than half of it (Rs 34,21,801) has already been repaid, and the works on which it has been spent have been maintained in excellent repair

The effect of this conversion on the finances of the Trust will be an immediate saving of Rs. 1,69,140 per annum, as follows —

	Rs.
Amount of debenture loan, assuming an average of 98	26,56,428
Annual charge—	
Interest at 4 per cent ..	1,06,257
Sinking Fund (at 1 91 per cent)	50,738
Total .	1,56,995
Present annual charge ..	3,26,135
Annual saving .	1,69,140

Extension of term for repayment of Dock loan

29. Passing next to the Dock loan of Rs 2,87,70,566, we find that, under an existing arrangement with Government, payments on account of a Sinking Fund have been postponed until 1910, such payments will be calculated so as to extinguish the loan in 1937, or within a period of forty-six years from the date of the completion of the works, which has been determined to be the 31st March 1891. We are of opinion that in the case of permanent works of such a nature as the Kidderpore Docks the period of repayment might reasonably be extended. We are informed that the Trustees of the Port of

Bombay have, with the consent of the Government of India, recently formed a general Sinking Fund for the extinction of the whole of their capital debt, both to Government and to the public, calculated so as to extinguish the existing debt in sixty years, also that the City Improvement Trust, Bombay, has authority to issue loans repayable in sixty years We understand also that sixty years is the period fixed by the Treasury authorities in England for the liquidation of loans for works of a durable or permanent character raised by local authorities We consider that, in virtue of these precedents, the Government of India might be asked to extend the period of repayment to 1951, or sixty years from the date of completion of the Docks The effect of this concession is shown in Statement No 4, in Appendix C This statement shows the half-yearly payments now being made on account of interest and sinking fund on each debenture loan (including the loan proposed above for the purpose of repaying the balance of the Government consolidated loan), and also the date on which each will be repaid. If these amounts, as they cease to be required for payment of the charges on the respective debenture loans, are paid to Government on account of a Dock loan Sinking Fund, which will bear interest at the same rate as the loan, that is, at 4 per cent, then it will be seen from the last column of the statement, that they would have accumulated by the 31st March 1951 to over 564 lakhs of rupees, a sum not much less than double the amount of the Dock loan In other words, if the Commissioners, as each debenture loan falls in, transfer to a Dock loan Sinking Fund a little more than one half the sum saved in interest and sinking fund on that loan, a sufficient Sinking Fund will be accumulated to discharge the Dock loan in 1951 The remainder of the saving on the discharge of each debenture loan will be available for relieving the current charges of the Trust or meeting the cost of additional loans

These two proposals will give an immediate relief of Rs 1,69,140 per annum to the Trust. The relief will be increased as each debenture loan falls in, and the Dock loan will be extinguished by the 31st March 1951, or sixty years from the nominal date of the completion of the works

30. As regards the existing debenture loans, these have been raised under the provisions of the Calcutta Port Act by which the term of repayment is fixed at not more than thirty years The Commissioners do not count on getting more than $2\frac{3}{4}$ per cent interest on their Sinking Fund investments over the whole period, and therefore calculate the payments to each Sinking Fund at 2·166 per cent on the loan. This forms a very heavy addition to the charges.

Sinking Fund on debenture loans

We find that, in the Act governing the Bombay Port Trust, there is no corresponding obligation to repay debentures within a fixed period For the repayment of the loans of the Calcutta Corporation, the Sinking-Fund is fixed under the Municipal Act at 1 per cent on the unrepaid balance of the debt, which gives a period for repayment of 43, 46, or 48 years, according as the rate of interest on the Sinking Fund is taken at $3\frac{1}{2}$, 3, or $2\frac{1}{4}$ per cent

We recommend that section 24 (1) of the Calcutta Port Act be amended so as to bring it into uniformity with the Bombay Act In Bombay debenture loans are not usually issued for a longer period than thirty years, but the Trustees are not required by law to, and do not in practice, provide a Sinking Fund sufficient to liquidate their loans within thirty years They provide a Sinking Fund sufficient to liquidate all their loans within sixty years, and when any loan falls in, they liquidate it partly by means of the Sinking Fund and partly by issuing a fresh loan for the balance

This proposal, if adopted, should of course apply only to future loans. Those now outstanding must continue to be liquidated in the manner prescribed at the time of issue.

31 In our examination of the accounts of the Trust, we have noticed that the balances with the Bank of Bengal, both on Capital and Revenue accounts, are at times very heavy. A statement showing the balances during the last three years is given in Appendix C. On one occasion in 1899-1900 the Commissioners placed ten lakhs on deposit with the Bank for six months at 2 per cent per annum, but no interest is allowed by the Bank on the current balances, and we are informed that no attempt to obtain it has ever been

Interest should be obtained on the cash balances.

made. Nor has any part of them ever been invested in Government paper or other securities

We are clearly of opinion that arrangements should be made by which the Trust should receive interest on its current balances The Trustees are not bound to place these with the Bank of Bengal, and if the latter should be unwilling to allow interest, we do not doubt that arrangements could be made with some other bank of high standing

32. We observe that the Calcutta Port Act gives the Commissioners no specific authority for the investment of surplus funds which are not required for immediate expenditure If it should be thought that express legal authority is required, we recommend that the Act may be amended on lines similar to those of section 119 of the Calcutta Municipal Act of 1899, so as to give the Commissioners power to utilize their Capital and Revenue balances, when not required for immediate use, either for investment in authorized securities or for deposit at interest with selected banks Such amendment of the Act should include provision for authorizing the Commissioners to obtain temporary overdrafts from the banks dealt with.

We notice that the Revenue balances, as shown in the statement referred to, appear to have been kept at a figure higher than was necessary during recent years Some advantage might have been gained by a temporary use of these balances to postpone the dates on which it was necessary to raise loans on Capital account, with a consequent saving of interest charges.

Special Toll

33. Much has been written and said during the course of this enquiry on the subject of the charge now levied on the commerce of the Port under the name of special toll. The special toll is a tax of 4 annas per ton, levied on all goods exported or imported with the one exception of coal. It is imposed under the provisions of section 108 of the Calcutta Port Act, III of 1890, with the express object of raising the revenue of the Commissioners so as to enable them to meet their expenditure Prior to the year 1892-93, the income of the Trust from all sources had been sufficient to meet its liabilities without the necessity of having recourse to this toll. In the year 1892-93, in consequence of the interest charges on the Dock loan, it became evident that the revenue of the Port would be insufficient to cover the charges, and in January 1893 the special toll was imposed. From that date it has been continuously in force, the only change made in its incidence being that the charge on coal originally levied at 2 annas a ton was abolished in 1898 99. The receipts under this head for the past year 1899-1900 amounted to Rs 9,68,013.

Its unpopularity

34. We have been told that the special toll is essentially a vexatious and unfair impost, and the Import Trade Association in particular have urged that it should be taken off imports That the toll is unpopular is true. This is due partly to the fact that it is a form of direct taxation, and not a payment for specific services rendered. It is also due in part to the uncertainty connected with its imposition. The toll is renewable annually if required. One of the principal considerations in regulating Port charges is uniformity. Contracts may be made for long periods, and any uncertainty as to charges that may have to be met must act prejudicially on the commerce of the Port A third reason assigned for the dislike with which it is regarded is its smallness in proportion to the value of most of the staples on which it falls. It is argued that its incidence is too small to be included in quotations, and that it, therefore, comes out of the pockets of the importer or exporter, and cannot be passed on to the buyer or consumer.

Should be maintained permanently

35. In other ports, however, such as those on the Mersey, the Clyde, and the Tyne, a very similar toll is levied under the name of River dues. The circumstances of the Port of Calcutta appear to us to make such a general River due specially suitable. The Commissioners have no control over certain lengths of the foreshore of the Port where the landing and shipping of cargo can be carried out by independent agencies. Such traffic enjoys the advantage of many of the Port facilities while contributing nothing to the revenues of the Trust. After considering the views of the various witnesses and the expression of opinion contained

in paragraphs 103-108 of our Sub-Committee's report, we are agreed that the principle on which the special toll is based, that the whole trade of the Port should contribute to the maintenance of the Port, is a perfectly sound one, and, further, that this principle should not only be applied when the finances of the Port would otherwise show a deficit, but should be of permanent application

And regarded as backbone of the Port Trust Revenue

36 In other words, the principle hitherto followed in relation to the imposition of the special toll should be inverted. Hitherto the Trustees have regarded as their primary source of revenue the receipts obtained on account of the landing, shipping and warehousing facilities rendered to various branches of trade, and have looked on the special toll merely as a means of making good the deficit. We recommend, on the other hand, that River dues on goods should be permanently levied on the whole trade of the Port, and be treated as the backbone of the Port Trust revenue, while the charges made for landing and shipping and for special services rendered to special trades should be reduced to a minimum according as the financial position may permit.

If the charge is made permanent, the prices quoted by importers to buyers will speedily adjust themselves so as to pass on the charge to the ultimate consumer, and the smallness of its incidence, which is now made a cause of complaint, will be the more in its favour

It should be levied by weight

37. We have considered whether the dues should be levied by weight, as at present, or *ad valorem*. There would be no difficulty in arranging for the latter, but we are of opinion that such a change is not desirable, partly because the incidence of a tax *ad valorem* might press heavily on the more costly staples, such as tea and indigo (and we may add, on treasure), and partly because it might lead to undervaluation on which there is no check in the case of most exports

Coal should not be exempted, but should pay a lower rate

38 As regards the rate at which it should be levied, we are unanimous that the present rate of 4 annas a ton is suitable and sufficient In the case of coal we are all agreed that its entire exemption is not justified by the work done for the industry or by the finances of the Trust The majority of us consider that the rate for coal should be one anna a ton Messrs Muirhead and Lightfoot while agreeing in the other views expressed above, are of opinion that the rate for coal should be the same as that for other articles, subject to a maximum charge of two per cent. *ad valorem*. This is equivalent at present rates, to about 2 annas a ton.

Export duty on jute

39. As a possible substitute for the income now derived from the special toll the taxation of jute and jute fabrics has been advocated The principal exponent of this plan was Mr Ross, who, on behalf of the Baled Jute Association, strongly recommended a tax of 4 annas a bale on jute and gunnies exported, which he estimated to produce 7½ lakhs of rupees The argument used in favour of such a tax is that Bengal possesses a monopoly of the world's supply of jute, and should take advantage of that monopoly to lighten the financial burden of its chief port by a tax such as that suggested, which would be too small to affect the business of producers or of merchants, and which would relieve the general trade of the port from other and less acceptable methods of taxation.

See questions Nos 159-161

See questions Nos 371 375

Not recommended

Mr. Ross maintained that the incidence of the tax proposed would be too light in any way to affect the power of jute to compete with other fibres, or to be felt by the Trade, though he eventually admitted that, however small the charge, it must in time have its effect in the competition of commerce. In spite of this opinion which we recognise as that of a gentleman having great personal knowledge of the trade we are entirely opposed to recommending any such tax as is suggested. In the first place, it appears to us clearly to be unsound policy to impose on a single industry, even though it be a flourishing one, the whole burden of making good the deficit in the general revenues of the Port. Secondly, though Bengal has a present monopoly of jute, it is well known that jute possesses no monopoly in the consuming market, the advantage it enjoys over rival fibres is due to its cheapness, and not to its

merits as a fibre, and any impost that enhances its price impairs its power to compete.

40. We now proceed to consider each of the Departments into which the Trust is now divided, and to set forth our conclusions and recommendations in regard to each of them.

JETTIES

Description of the Jetties.

41 The Jetties, when first constructed, were T-headed structures, projecting from the bank and separate from each other. In course of time one Jetty was connected to another until they now form a line of riverside quays, continuous except at one place where the line is broken for a length of 221 feet owing to the obstruction presented by the remains of the large iron vessel *Govindpore* which sank in the cyclone of 1862. At this point a small jetty is provided for transhipments. Their total length, inclusive of the transhipment jetty, is 2,982 feet Each Jetty is provided with one or more single-storey sheds for the receipt of cargo, the average shed space to each Jetty being 26,004 square feet. Goods are lifted from the ship's hold by hydraulic cranes and deposited on the quay-head, whence they are carried to the sheds (or in the case of iron and rough cargo, to the open spaces between the sheds) on trucks or trollies or by hand. Three days' free time is allowed to importers to clear their goods, after which they become liable to warehouse rent At these riverside quays or jetties, the foreign import trade has always been concentrated Formerly a proportion of the exports was loaded from the Jetties, the bulk being loaded overside from boats while the vessels were at the Jetties or at moorings in the stream The quay space was formerly divided into berths for eight vessels, but in consequence of the increasing length of vessels resorting to the Port, the number of berths has been reduced to six

Imports must remain at the Jetties, and exports at the Docks

42. Since 1897, no exports have been received for shipment at the Jetties, and it has been necessary for vessels, after discharging their import cargo, to proceed to the Docks (or to moorings in the stream) to load. We have considered the question whether this arrangement should continue, or whether imports, as well as exports, should be received at the Docks This was the intention when the Docks were built, there is sufficient room for both at Kidderpore, it is in accordance with the practice in most ports, and its convenience and economy from the point of view of the vessel are manifest. We are, nevertheless, of opinion that for some years to come it will not be practicable in Calcutta In this view we are supported by the Sub-Committee, whose views are stated in paragraphs 7 and 8 of their Report The reason is that it does not suit importers to have their goods landed at Kidderpore. The offices and godowns of the import merchants are in Calcutta, in the neighbourhood of the Jetties; so are the bonded warehouses, the shops and factories, and the import markets generally. These cannot be transferred to Kidderpore without great expense, inconvenience, and dislocation of established custom. The alternative of conveying imports from the Docks to the Jetties by rail or cart is also impracticable, for several reasons. The expense to the Trust would be prohibitive; it is very doubtful whether the Port Trust Railway could cope with the traffic; and it is obviously extravagant to land goods several miles from the import market, when ships can bring them direct to the latter. If they were sent by cart, the expense would be quite as great, and it is improbable that a sufficient supply of cart transport would be available, to say nothing of the nuisance occasioned by an enormous cart traffic passing across the Maidan Finally, the space available in the Jetty compound is altogether insufficient for the sorting and delivering of many train loads of cargo comprising a great variety of consignments. While therefore we recognize the advantage of dealing with imports and exports at the same spot, we are satisfied that no prospect exists of this being found practicable at present

Want of space at the Jetties

43 Vigorous complaints have been made of the want of space, overcrowding, and general mismanagement at the Jetties. These receive their fullest expression in the statement submitted by the Import Trade Association (Appendix A, page 75.)

We have tested these complaints by a number of personal inspections, as well as by enquiry, and we find that, so far as regards want of space in the Jetty sheds and compound, they are justified. In Calcutta, the shed space is only 26,604 square feet per berth. The consequence is that when a vessel arrives with a large general cargo, comprising possibly 20,000 packages, it becomes utterly impossible for the Jetty officers to sort the cargo, or stack it according to consignments, with the marks facing outwards, and with adequate room between the stacks. The congestion and confusion are intensified when the consignees begin to remove their goods. In searching for missing packages, they are driven to pull down and disarrange the stacks of cases, and destroy such order as there was before We are of opinion that the defects, which undoubtedly exist, are primarily due to want of space.*

Need of greater facilities for Steamers.

44 Both shipowners and importers are, in consequence of this deficiency, placed at a serious disadvantage. The capital cost and the current expenses of the large steamers accustomed to come to this port have increased the value of despatch But, owing to the want of storage space, the work of discharging cargoes at the Jetties is necessarily slow. Frequently work is stopped altogether until room becomes available by the delivery of goods to consignees, and instances of serious delay to steamers due to this cause occurred while our enquiry was in progress. The complaints of shipowners in regard to these matters are, in our opinion, well grounded, and call for immediate relief.

And for goods

The complaints of consignees proceed from the same cause It has been sought by the restriction of the number of free days to three, and the levy thereafter of a penal rate of warehouse rent to hasten the removal of the goods and make room for the remainder of the discharging vessel's cargo or for the cargo of the succeeding vessel. Any gain in space obtained by this means is, however, counteracted by the confusion which must inevitably arise when the work of discharging cargo into a confined space clashes with that of delivering the separate consignments It is, moreover, obtained at the expense of the trade, as it means that the importers must always have a staff of sircars in readiness to clear their goods as soon as they are landed, in order to avoid the charge for rent, and as the several consignments in one steamer, or even the whole of the packages in one consignment, are unlikely to be landed in one day, but may be scattered over several days, and there may also be delay in finding them, the sircars must visit the sheds repeatedly before delivery of the whole lot is completed The overcrowding also affords unscrupulous subordinates an opportunity of showing favour for their personal advantage, and complaints to this effect have been made to the Committee The fact that the receipts from the rent charge amount to one-fourth of the receipts from the landing charge is significant as showing that three days is too short a time to allow for the clearance of goods. Taking seven days as the average time occupied in discharging a large import cargo, it would be reasonable to allow importers the same number of free days, so that they may be enabled to remove all their consignments at one time. It is impossible for the public or the officers of the Trust to carry on their work satisfactorily under present conditions, and it is essential to the improvement of the arrangements at the Jetties that the storage space should be increased. Our proposal that this should be done is not a new one. We find that it had already been considered by the Trustees and apparently postponed until it had been ascertained, firstly, whether the foreign trade would shift to the Docks or not, and, secondly, whether the removal of exports would give sufficient relief without further expenditure on improvements. Meanwhile the demands have increased, and it has been made clear to us that the execution of the various works of improvement at the Jetties now recommended can no longer be postponed without injury to the commerce of the Port.

Existing accommodation insufficient for the trade of the Port

45. As the trade of the port expands, some portion of the import trade may, in time to come, be forced by circumstances to shift to the Docks. We have, nevertheless, no hesitation in making our recommendations, as the Jetties are so conveniently situated in the heart of the city that there is no

risk that works carried out there will become unremunerative, as they will always be in demand for the coasting if not for the foreign trade

The works recommended

46. The shed space at present available varies from 24,802 to 26,664 square feet at each berth, and the cargo of a large liner, exclusive of rough articles which may be placed in the open, requires from two to three times that amount We recommend that in place of the present single-storey shed, sheds of two, or, if necessary, three storeys be constructed These should be provided with platforms projecting towards the quay side, so that the cranes may deliver the goods from the ship's hold direct on to either the first floor or the ground floor If three-storeyed sheds are constructed they would have to be provided with suitable lifts or cranes Deliveries could be effected either by shoots or by lifts We are informed that these proposals present no engineering difficulty. This would remove the necessity of blocking the line by carts

Re-arrangements of lines and new equipment

47 The railway lines within the Jetty premises should be recast, so that the up and down traffic may not be blocked as is often the case at present The yard should be equipped with hydraulic capstans, turn-tables, etc, on some suitable plan to facilitate the shunting of wagons and restrict the use of locomotives Some less cumbrous means than locomotives and wagons—such as bullock carts, trollies or overhead traversers should be introduced for the simple operation of moving cargo the short distance across the Jetty yard

Warehouses for uncleared goods

48. If the delivery of cargo is facilitated it is probable that the present import warehouses to which undelivered cargo is removed at the expiration of the free days, may be sufficient for this purpose but if further accommodation should hereafter be found to be necessary, these warehouses, which are single-storeyed buildings, might be replaced by two storeyed or three storeyed structures, on the pattern of the piece goods warehouse This recommendation has been put forward in paragraph 9 of the Sub Committee's report, where it is also suggested that the receiving sheds for export traffic to the Docks may be removed to the Strand Bank lands to the north, the space occupied by them being given over for import purposes

Provision of new cranes

49 The old pattern hydraulic cargo cranes, of which there are 17 still in use at the Jetties, are said to be unsuitable for the larger classes of vessels as they do not plumb the hatches They should be replaced by more modern machinery as funds become available, but the matter is not one of pressing necessity, and should be deferred till increased shed accommodation has been provided

50 We desire to endorse the recommendations made in paragraph 15 of the Sub-Committee's report, (1) that the practice of charging mooring hire, in addition to Jetty hire, while vessels are lying at the Jetties be discontinued, (2) that the Jetty hire should be rearranged on a tonnage scale, which would yield a higher revenue, and (3) that the charge for use of cranes should be separate and not be included in the Jetty hire

Coasting Trade

51 The requirements of the steam coasting trade remain to be considered At present, with the occasional exception of a sugar-laden steamer from Mauritius which may get a berth at the Jetties, the coasting steamers, many of large size, are all loaded and unloaded at moorings in the stream Having regard to the short voyages made by them, the necessity for despatch has special importance in their case, but the only facilities afforded them are two open sheds in front of the Bank of Bengal, and a single Temperley transporter The defects of the present arrangements and suggestions for a remedy were clearly brought out by Mr M C Turner (questions Nos 1199—1 02), who stated that

Present accommodation insufficient

his firm would probably be prepared to guarantee a certain revenue on the cost of a jetty set apart for coasting cargo We believe that the provision of berths for coasters would be welcomed by the trade generally, especially if sheds are provided for the collection of cargo for shipment, a facility which is much needed. The difficulty is to find the space, as the accommodation along

the river bank on the Calcutta side is undoubtedly very crowded already.

Two new jetties recommended.

Mr. Apjohn has prepared a sketch showing how the accommodation on the embankment now used for the coasting trade, for a length of 750 feet, may be improved and very largely increased by the construction of two projecting jetties which would provide quay-side berths for the coasting steamers, and slopes for cargo boats. Without committing ourselves to any plan, which is a matter for the Port Commissioners to settle with their Engineers, we are of opinion that, although these berths may not accommodate all the coasting steamers, the proposal should nevertheless be carried out, as it will be a substantial improvement on present arrangements And it may be pointed out that the other improvements which we propose should be made at the Jetties proper, will, by increasing the volume of traffic, now under 500,000 tons, which may be passed over those Jetties, render them capable of accommodating more vessels and more goods traffic than at present, so that we may reasonably expect that many coasting steamers may be unloaded there as well as at the berths to be specially provided for them.

Jetty management

52. The Sub-Committee, in paragraphs 18 to 27 of their report, have dealt at length with the question of management at the Jetties as regards staff, shed accounts, labour, rates and audit In their opinion the supervision is on a liberal scale, and there seemed to be room for economy in this respect, but, while agreeing with the Sub-Committee, in deference to the representations of witnesses we do not recommend that any reductions should be made The effect of our recommendation is to increase the supervision, as we propose that the Jetty Superintendent should be relieved of his other duties, have his office at the Jetties, and give his exclusive attention to them.

53 The system with regard to shed accounts is declared by the Sub-Committee who have examined it in detail to be very good, but somewhat elaborate, involving considerable cost in clerical staff; but inasmuch as it has grown out of the demands of the shipowners and importers, we do no more than bring the cost to notice. The labour employed at the Jetties is supplied departmentally under what seems to us a very suitable arrangement The cost is said to amount to about 5 annas per ton, but we have not been able to test this figure, as an exact account has not been kept of all the charges including labour, supervision and gear. We concur in the recommendation of the Sub Committee that the present system should continue, subject to the alteration proposed in paragraph 20 of their report (Appendix D) There is an advantage in having a departmental system working alongside a contract one because of the experience thus gained in the control and cost of labour The accounts should be kept in such detail as to show at any time whether departmental or contract labour may be more usefully employed in this or other Departments

54 We support the recommendations of the Sub-Committee —

(*a*) that the rates levied at the Jetties should be revised and assimilated to the Bombay rates wherever the latter are found to be lower,

(*b*) that fixed rates should, as far as possible, be substituted for measurement rates, as the former give less trouble in the collection of charges and allow of a better check being exercised by the audit office,

(*c*) that hereafter, whenever it may be done without financial difficulty, the rates for the use of the 30 ton crane which yield a considerable surplus should be reduced, and

(*d*) that arrangements be made between the Custom House and Port Trust for an extension of the hours within which goods may be removed.

TEA WAREHOUSE

55 The Tea Warehouse is included for purposes of account with the Jetties. It stands in the Jetty compound. Accommodation is provided for the storage, sampling and sale of tea prior to shipment through the Docks. The building was completed in 1897 at a cost of Rs. 8,51,007. The financial results

of its working are not shown separately in the accounts as they should be: but they have been ascertained and are set forth in paragraph 28 of the Sub-Committee's report

56. We deputed Mr. Dumayne, one of our members, to enquire into the working of the warehouse in company with representatives of the Tea Trade. His report, with which we generally agree, will be found in Appendix E, page 329.

57. Complaints have been made that the space available for storage is insufficient, and that there is much pilfering of teas opened out for sampling or repacking. The business done in the warehouse is steadily increasing. The Commissioners have already taken steps to increase the storage space. They are erecting overhead traversers, which will admit of higher piling of the chests and so increase the floor area available. These traversers will also facilitate the movement of consignments in and out of the building.

Additional space can be provided

The bulking of tea by machinery is carried out in this warehouse Much space which would otherwise be available for storage is occupied by this process. If, after the traversers are in work, space is still found to be insufficient, it will be for the Commissioners' consideration whether this operation should not be performed in a separate building. Additional accommodation could also, if necessary, be obtained by a readjustment of space now occupied by the piece goods warehouse.

Space is said to be occupied by teas that are not intended for sale in Calcutta. It is often uncertain at the time of arrival of a consignment whether it will be sold in Calcutta or shipped direct. In every case where this can be definitely ascertained, the consignments for direct shipment should be railed direct to the Docks, instead of passing through the warehouse which should not be regarded as a storehouse

Pilfering

58. As regards the complaints of theft, the lower floor of the warehouse is so open to the public, and the number of persons employed to draw samples is so great, that it would be surprising if thefts did not occur We recommend that, with the exception of one or two entrances, all the doorways on the ground floor be fitted with wire-netting, and that in consultation with the trade a system of registration of authorized samplers, to whom passes would be issued, should be adopted.

Tea Warehouse should not be removed to the Docks

59. We have considered whether it would not be possible to transfer the whole of the business of the Tea Warehouse to the Docks The Tea Traders' Association represents that this would be impracticable, as sampling and sale could not be conveniently dealt with at such a distance from merchants' offices We consider that this objection should prevail, and that the warehouse should remain where it is.

60. There is some room for economy in working both by reduction of the supervising staff and alteration in the system of labour employed. The work to be done might be carried out by three supervisors in place of the five now employed. The nature of the operations is such that departmental labour is likely to be more economical than the present contract system

THE PETROLEUM WHARF

61. This wharf is situated at Budge-Budge It was opened for traffic in 1886 as a storage depôt only Subsequently the Commissioners undertook the handling of the cargo, and since the introduction of the trade in bulk oil they have added special accommodation to meet the requirements of this trade.

Profitable results

The accounts of the wharf are amalgamated with those of the Jetties In 1899-1900, the receipts amounted to Rs 4,37 582, while the cost of working and repairs, exclusive of debt charges, was Rs. 1,44,981. The Capital cost is in round numbers 11½ lakhs of rupees, so that the return on Capital is slightly over 25 per cent The profits may, however, be expected to diminish as the trade in bulk oil increases and the storage accommodation for case oil is made less use of in consequence In the last five years, while the total import of oil has increased by 7 per cent. only, the quantity imported in bulk has grown by 145 per cent.

INLAND VESSELS WHARVES

River frontage

62. On the left or Calcutta bank of the river, the Port Commissioners control the whole frontage from Tolly's Nullah to Cossipore with the exception of a small length at Chitpur owned by the Eastern Bengal Railway. On the right or Howrah bank, they own the river frontage from Shalimar up to Messrs Burn and Company's wharf, with the exception of a strip of about 2,000 feet recently acquired by the Bengal-Nagpur Railway at Shalimar. North of Messrs Burn and Company's premises they own two isolated ghâts only.

When the Commissioners entered on their duties in 1870 some improvements on the river bank had already been made by Government, which were valued at Rs 87,319. Since that date they have continuously improved the banks and have provided wharves, until at present the capital cost (excluding Railway expenditure) of the works under this head amounts to Rs 72,60,000. This includes the cost of the coal depot at Shalimar.

Shed accommodation defective

63. The shed or warehouse accommodation attached to these wharves is situated on some of the most valuable land owned by the Commissioners. This accommodation has been provided by the owners of steamships, and not by the Trust. No complaints have been made by any of the witnesses examined by us regarding the accommodation provided, or the management of the wharves. But it is evident that the shed space is insufficient and overcrowded. Goods are not stacked in lots or arranged for delivery in any way. It should be possible to classify the trades using the wharves so as to avoid the confusion that at present exists. In examining into complaints of delay on the Port Trust Railway made by tea shippers, it appeared to us that the delay was in reality due to confusion and mixing up of cargo delivered at the wharves, and not to deficiencies of the Railway.

It appears to us that it is as incumbent on the Trust to provide reasonable and sufficient shed accommodation for Inland-vessels traffic as for the traffic of ocean-going steamers. The Inland-vessels bear an important share in the development of the Port. To leave all the arrangements for sorting and delivering their cargoes in the hands of private agencies is a policy of doubtful expediency.

64. The revenue of the Inland Vessels Wharves is derived from a uniform toll of two annas per ton on all goods which pass over the Commissioners' frontage, except coal at Shalimar. (See paragraphs 70 and 92.)

Receipts and expenditure

The revenue for last year amounted to Rs 5,31,178, made up of the following items:—

	Rs
Receipts from wharves and landing stages	4,20,644
Rent of land, Sirajpur	1,06,965
Miscellaneous receipts	3,569
Total	5,31,178

The expenditure was—

Salaries, working expenses, repairs, improvements, &c.	2,35,648
Interest and Sinking Fund charges	2,53,343
Total	4,88,991

Improved check on collections

65. In connection with this branch of the Port Commissioners' administration, we desire to draw attention to the necessity of the most careful check on the collections. The staff employed for this purpose is in our opinion sufficient, but a better distribution of it may be possible, as is suggested in paragraphs [illegible] and [illegible] of the Sub-Committee's report.

Increase in charges not recommended

66. In paragraphs 34 and 38 of the Sub-Committee's report, it is suggested that it may possibly be advisable to increase the rate either over all goods, or over certain selected ones. If, however, our proposal to impose the Special Toll as a permanent charge is adopted, it may not be necessary to

make any increase. Nor do we recommend the fencing of the wharves, which would not only be expensive, but would be obstructive to trade.

67. We desire to draw attention to the importance of retaining full control in the hands of the Commissioners of the foreshore rights over the whole of their frontages. In one case at Bracebridge Hall a lease has been granted, permitting the shipment of coal for the purposes of the fleet of the British India Steam Navigation Company, under independent arrangements. Such alienation of control we consider inadvisable. In this particular case the wharf is leased for bunkering purposes only, and to this it should be strictly confined.

STRAND BANK LANDS

Strand Bank Lands

68 These lands were leased by Government to the Trust at the time of its constitution. They are held for a present quit-rent of Rs 37,292. The whole of the land on the Calcutta side and the greater part of that on the Howrah bank, is now leased out. The net revenue obtained from this source during 1899-1900 was Rs 66,786, after deduction of Rs 18,280 on account of Interest and Sinking Fund charges.

69 It has been put before us in evidence that for a long period no improvement in the rent collections has been effected. (Appendix A, page 82).

Survey and reassessment recommended

The statement that the rent collections have remained stationary for the last fifteen years is substantially correct. In 1884-85 the receipts amounted to Rs 1,69,720, in 1890 91 they had risen slightly to Rs. 1,73,387, in 1895-96 they had fallen to Rs. 1,61,532, and after a slight rise fell again last year to Rs 1,64,727 The general enhancement of rents in recent years in Calcutta is within the experience of most members of the Committee, and we consider that such enhancement might reasonably be expected to show itself in the Port Commissioners' revenue. We recommend that a survey and reassessment of these lands should be undertaken, and the rents raised where it may be found advisable and practicable to do so, at the earliest opportunity.

Lands on the Howrah side

70. The rents on the Howrah side of the river, are discussed in paragraph 44 of the Sub-Committee's report, and we agree with the conclusions arrived at that they are insufficient, and should be enhanced, and that the rates to be charged at the coal depôt should, be recast on a tonnage basis.

Improvement in the system of collection

71. An improvement in the system of collection is also necessary. The procedure suggested by the Sub-Committee in paragraph 45 of their report seems to us to be suitable, and should be adopted At present there is practically no check on the outstandings. Every month, a list of all rents due for a longer period than three months should be laid before the Commissioners for orders, with information as to the steps taken to recover the sums due The checking of the rent collections by the Test Audit Officer in the manner recommended by the Sub-Committee in paragraph 45 of their report is a matter to which the attention of the Commissioners should be directed

HARBOUR MASTER'S DEPARTMENT

Duties of the Department.

72. Every vessel entering the Port is, on arrival at Garden Reach, taken over by a Harbour Master, who from that time remains responsible for every movement of the vessel until she is made over to the Pilot on her outward voyage. The staff of the Department consists of 23 officers, including 3 probationers Their duties include the control of all movements of vessels, the supply of tugs, the dredging of the Port, the fixing and maintenance of all moorings, and dealing with all fires or accidents that may occur. They survey and license cargo and passenger boats, superintend the Moyapur Powder Magazine, and supervise an establishment for the disposal of floating corpses. Two surveyors and a small clerical establishment are attached to the Department.

83. The expenditure on the Tug *Rescue* should be carefully watched. During the three years she has been at work, her earnings have not covered the cost of her establishment, much less the cost of working expenses or repairs. The total loss in the three years has amounted to Rs. 70,588 The fee charged for the use of the tug in moving a vessel from the Jetties to the Docks is Rs 100. We do not recommend any increase of this fee, as it is inadvisable to make the compulsory move to the Docks any more burdensome on the shipping than at present.

Tug *Rescue*

84. We draw attention to the views expressed by the Sub Committee in paragraph 51 of their Report on the subject of a more economical system of fire-protection at the Docks.

Fire protection

PORT TRUST RAILWAY

85 The relation of the railway to the other works of the Trust is that of an accessory The part it plays is not strictly that of a Railway in the ordinary sense of the term, but rather that of a large and elongated shunting yard

Port Trust Railway an accessory

86. Our attention has been mainly given to the question whether the way and works are suitable for the purposes they are intended to serve, and whether the management is such as to yield the most satisfactory results For convenience of treatment the railway may be divided into three sections, viz, (*a*) the line from Cossipore along the river face to the Docks (*b*) the Dock Junction, and (*c*) the Shalimar branch. The Sub-Committee made a very careful investigation of the whole question, but their proposals for the improvement of the way and works chiefly concern section (*a*), or what may be termed the main line We have already dealt with so much of this section as runs through the Jetty premises,* recommending various improvements which will facilitate the passage of through traffic at this point The other improvements that are necessary are generally indicated in the Sub-Committee's report (Appendix D, page 255), and they describe the difficulties under which work is now carried out. We are not prepared to recommend any specific works, because, as the Sub Committee have observed, the question is one for careful consideration by an Engineer, and it must be left to the Port Commissioners to determine to what extent and in what way the line should be improved But it is evident that, as at present arranged, it is impossible to handle satisfactorily the traffic which should be passed over it. The objects in view are, that the sidings should be so re-arranged as to leave two clear lines for up and down traffic, in order that the risk of blocks may be avoided, and to provide conveniences for the more prompt receipt and delivery of goods. In this way the Commissioners will be placed in a position to give exporters of jute, whose presses lie close to the line, and the trade generally, better assurance that the railway may be relied on for the supply of wagons at short notice in such numbers as may be required for the rapid transport of their consignments to the Docks. At present this is not possible, and shippers are compelled to use boats in order to make sure of delivering their goods at all times when required But if the more expeditious route by rail is made available at all times, it will be to their clear advantage to use it.

Way and Works

* *Vide* paragraph 47

Necessity for improvements

Especially for the Jute Trade

87. By this means the Trust would gain the shipping charges on jute and other goods which would be shipped over the Dock quays instead of from boats which pay nothing. The gain to the trade and shipping would be the better despatch that both would obtain Many of the mills for the manufacture of gunnies, however, lie beyond the Port Trust Railway, but are connected by sidings with the Eastern Bengal State Railway. We are informed that the latter Railway has not encouraged traffic from these mills, and it is the fact that many of them maintain a flotilla of boats for the carriage of their goods It is understood that these also would resort to the railway route if they had an assurance of a constant supply of wagons at a moderate charge It is possible that the Eastern Bengal

Probable gain of traffic.

Traffic from factories outside Calcutta

State Railway would be disposed to consider the question favourably, as they will shortly be in a better position than they were before to handle the traffic, by reason of improvements made, or shortly to be made, in their terminal arrangements. We recommend that the management be approached on the subject, with a view to work out a scheme in communication with representatives of the mills To the trade and the Trust the same advantages would follow as in the case of the Port Trust Railway, and the Eastern Bengal State Railway, while furthering other interests, would gain in its local traffic.

Alternative route to the Docks *viâ* Sealdah

88. We also recommend that the Eastern Bengal State Railway may be approached with a view to secure the use of their line *viâ* Sealdah, as an alternative route from Chitpore, Hatkola, etc , to the Docks. It is possible that this could be arranged on terms advantageous to both undertakings, and the benefit to trade is beyond question.

89. We desire to invite attention to the remarks of the Sub-Committee in paragraph 63 of their report as to the prohibition of the running of trains along the Strand Road between 4 and 8 P M This causes an undoubted hindrance to traffic, and we observe that no such restriction is enforced in Bombay.

Management of Railway

90 The recommendations of the Sub Committee (paragraphs 60, 67 and 68 of their Report, Appendix D,) in respect of management are common to the three sections, and may conveniently be enumerated here They are as follows —

(*a*) that the railway should be under the supervision of one responsible officer, instead of the present system of divided responsibility under which the Railway, Jetty and Dock Superintendents each have independent control in regard to wagons, and the movements of the same within their respective limits,

(*b*) that the railway arrangements be placed entirely under a good railway subordinate who has experience of goods work and shunting ,

(*c*) that the Railway Superintendent should see to the prompt release of wagons every day, so that they shall be ready for the next day's traffic,

(*d*) that registers should be kept in which *all* applications for wagons would be entered in the order of receipt, no deviation from the order being allowed except under instructions of the Superintendent This is essential if complaints of favouritism in the allotment of wagons are to be avoided ,

(*e*) that for the purposes of control the entire Capital outlay on all works connected with the Railway, and all the income and working expenses, be separated from other accounts, and that in respect of work done for Foreign Railways the accounts be kept in such detail as will allow of the calculation of the charges, which should include interest, sinking fund, and control ,

(*f*) that consideration be given to the suggested purchase from railways of cheap stock, such as wagons which may be unfit for use on the main lines of railway, but are good enough for yard work and short distance running on the Port Trust Railway , and

(*g*) that consideration be also given to the adoption of a class of wagon in the loading and unloading of which the least amount of labour will be required, as the labour is the chief item of expense.

We believe that the adoption of recommendations (*a*) to (*d*), coupled with the remodelling of the lines in the Jetty compound and the provision of two clear through lines, will be more efficacious in removing complaints of shortage of wagons than a mere increase in their number. The true cause of these complaints is not that the wagons are too few, but that the lines are blocked, and the wagons that should be available cannot be got at.

91. A proposal has been made on behalf of the Eastern Bengal State Railway that the Port Trust Railway should be placed under their management in order to facilitate the distribution of their traffic *viâ* their Chitpur Junction.

We do not recommend this proposal. Their present difficulties do not arise from any defect of management, but from the lines being insufficient for the passage of a large traffic. If these deficiencies are made good, the congestion of traffic complained of should disappear. The majority of us anticipate no economy of management from such an arrangement, and, as the Sub-Committee observe (paragraph 65), the movement of traffic over this section of the line "is so interlocked with the shipping arrangements, that it would not be possible either to devise the division of responsibility or to arrange the remuneration for working it."

92 Mr. Lightfoot thinks that the Port "would derive advantage by having this foreshore line from Cossipore to the Docks worked by a Railway administration, and would prefer the Government of India to decide what administration should work the Dock and this section of the Railway." The majority of the Commission, however, are distinctly of opinion that, for the reasons given in the Sub Committee's report, and also from a general objection to the intervention of a foreign Railway in the business of the Port, section (*a*) must continue to be worked by the Trust

The Railway should continue to be worked by the Port Trust

93. All the members of the Committee are united in recommending that the charge for terminal services at the Shalimar coal depôt should be raised. The Trust has constructed a large coal yard and transports wagons delivered into it to the terminal sidings. For this they receive only one pie per maund, which is insufficient to cover the interest and Sinking Fund charges, and working expenses.

94. The majority recommend that the Shalimar Section (*c*) of the Railway should also continue to be held by the Port Commissioners and worked by them This recommendation is in accordance with the conclusions we have come to in respect of the ownership and maintenance of the other sections of the Port Trust Railway.

95. Our attention was called to the many disadvantages resulting from the want of railway communication within the Port between the two banks of the river. This matter is under reference to another Committee, but we consider it our duty to indicate the importance to the trade of the Port and to the revenues of the Port Trust of a railway bridge from Calcutta to Howrah. For imports it would provide an alternative route to the distributing markets up-country, and would encourage the landing of goods over the Jetties instead of by boat to Howrah. For exports it would provide an alternative route for goods going to the Docks for direct shipment, and it would place jute and other mills on the west bank of the river in direct railway communication with the Docks.

96 The Dock Junction has been treated separately, and has been very carefully considered, because an important, proposal has been made regarding it, and we are not unanimous in our conclusions

The Dock Junction

The Dock Junction is the short section of the Port Trust Railway, which takes off from the Budge-Budge branch of the Eastern Bengal State Railway and runs to the Docks. It bifurcates into two branches, one running alongside the coaling berths on the site of Dock No. 2, and the other terminating at the new wheat and seed sheds on the east side of the boat canal (or at transit sheds in the case of goods for direct shipment). At present the traffic is worked entirely by the Port Trust. It is suggested in the Sub-Committee's report that the Junction in both its branches should be handed over to a railway for management. The intention was that the Railway administration should, in the case of goods intended for storage, hand them over at the wheat and seed sheds, and in the case of goods for direct shipment, at the transit sheds: and that beyond these points, *i.e.*, within the Dock premises, the haulage, shunting, etc, should be carried out by the Port Trust. In the case of coal the suggestion was similar, except that the Railway administration would be required to shunt the wagons into position alongside the loading vessels at the coal berths. At present the Port Trust do the whole of this work themselves, having provided their own locomotives and the requisite staff and in return they receive a terminal charge from the Railways concerned of 1 pie per maund. This terminal charge is insufficient to cover the cost, and the work is done at a loss. We are unable to ascertain

Proposed transfer to a railway

precisely what this amounts to, as the accounts are not kept in a manner which admits of an accurate separation of the charges, but it has been roughly estimated at not less than Rs. 70,000 to Rs. 80,000 a year, and we accept this for our present purpose.

97. It has been urged upon our consideration by Messrs. Muirhead and Lightfoot that the transfer to a Railway administration should be made for the following reasons —

Arguments in favour of transfer

I.—Terminal arrangements of railways bringing traffic to the Port should be provided out of the Capital of the Railways concerned.

II.—Railways contract to perform many services at their termini. These are included in their rates, and should be completed under the original contract and not allowed to form part of the Port Trust expenditure and thereby become additional charges upon the trade of the Port.

III.—It is in the interest of the trade that there should be no divided responsibility while goods are in transit, and that the liability of the carrier for blocks and detentions should be maintained until arrival at destination, against the Railways rather than against the Port Trust.

IV.—The Port Trust is unable to suddenly expand its railway staff to provide for a rush of traffic, and has not sufficient information regarding up country despatches to enable it to regulate bookings in such a way as will prevent congestion at the terminus, and the consequent loss to the trade when its capacity has been exceeded.

V.—There will be considerable saving in establishment to the Port and the Railways jointly, while the present loss to the Port on working would be converted into a profit, if, as may safely be anticipated, the Railways will agree to pay a rent charge equal to the interest on the expenditure at the rates payable on existing loans.

VI.—The Port Trust is assuming a duty which is beyond its functions, and for which it has no special capabilities, this has, in the past, caused discontent to the public and loss to the Trust, and it is feared that it is quite within the bounds of probability that it will do so again, and in that case, the results may be still more disastrous than those of the block of 1898, as the traffic is increasing.

VII.—It has been argued that the primary object of a Railway is to earn a dividend, but it is contended that in the same way it is also the primary object of Trade to obtain a profit, and that the interests of Railways and Trade are so interwoven that a railway, whose dividends depend upon successful working is more likely to fall into the views of the trade than a Port Trust which is bound to maintain equilibrium, and realise the interest on its loans and the cost of its establishment under any circumstances.

VIII.—The system of a railway working on behalf of a Port Trust has been successful at Karachi.

98. Mr Muirhead advised that the East Indian Railway should take over the working of the Junction. Mr. Lightfoot, however, in view of the fact that four railways are interested in the matter, considered that it should be worked by a Joint-Committee on which the Port Trust should be represented, on the model of what is known as the Cheshire lines system.

99. The remaining members of our Committee, while acknowledging the weight that attaches to the view of our colleagues in such a matter, are unable to accept the proposal in either form. Our principal reason is that it is in our opinion altogether against the best interests of the Port to allow the terminal arrangements to pass in any way out of the control of the Port Trust, and into the hands of a foreign agency, specially one whose primary object must necessarily be the earning of dividends, rather than the provision of facilities for trade. No such alienation of the authority of the Trustees would, in

Not recommended

our judgment, be justifiable, unless it were conclusively shown to be necessary on either administrative or financial grounds or both. In the present case this has not been done. There is no suggestion that the management of the Dock Junction by the Port Trust has been inefficient Nor are we satisfied that any financial gain would ensue, for in the estimate of profit no allowance is made for the cost of shunting within the Dock premises which must be borne by the Trust in any case, and the present estimated loss will be wiped out and converted into a gain if the terminal charge of one pie per maund is increased, as we are all agreed in recommending Even, however, should there still remain some net loss on the working of the Junction, we are of opinion that it should be accepted in preference to entrusting the control of the terminal arrangements to a foreign body. We are informed that this view is likely to receive general concurrence in commercial circles in Calcutta It also appears to us that the present arrangement by which the Port Commissioners own and administer the belt line of railway connecting the Jetties and Docks with the trunk lines serving the Port possesses all the merits of the Joint-Committee or Cheshire lines system, with the added advantage that the *débouchure* of the Port of Calcutta is managed by the trade for the trade, and not in the interest of shareholders.

PORT APPROACHES

Functions of the Department

100. The Port Approaches Department deals with the survey, buoying and lighting of the Hooghly It prepares and publishes charts of the river, issues daily notices to pilots, and generally provides assistance and information to facilitate the navigation of the river These duties were taken over from Government by the Commissioners in 1881-82.

Port dues

101 When taken over, the revenue of the Department was derived from a Port due levied on all shipping entering the Port of 4 annas a ton The finances of the Port Trust were at that time in a flourishing condition, and the Commissioners decided to meet the charges on account of the approaches from their general revenues They accordingly reduced the Port dues to 3 annas a ton in the first year, and to 1 anna in the next, and finally abolished the charge in 1884. When in 1892 93, the surplus revenues of the Trust became insufficient to meet the interest charges on the Dock loan, the Commissioners were compelled to reimpose the Port dues From December 1892 up to the present time these dues have been levied at the maximum legal rate of 4 annas per ton Apart from petty miscellaneous receipts, the Port dues are the only source of revenue of the Department They produced during 1899-1900 Rs 4,81,793, the total income of the Department being Rs. 4,96,990 The income has never yet been sufficient to cover the expenditure The deficit has averaged Rs 1,02,488 per annum over the period from 1893-94. We have considered both whether an increase of revenue can be obtained or a reduction of expenditure effected.

Port dues should not be levied more frequently

102. With regard to the revenue, the dues as now levied are imposed only once in sixty days Much of the coasting trade, therefore, does not pay every time that it enters the Port. It has been suggested that this time limit should be withdrawn, or made to correspond with the Bombay limit which is thirty days We do not recommend that any alteration should be made We find, on comparing the dues with those levied at Bombay, that the rate there is only one anna per ton, and considerable concessions in other rates and charges are made to coasting vessels The true policy of the Trust is to aid in the development of the coasting trade as far as it is possible to do so.

Flats

103. An item of traffic which escapes all share of the Port dues is that brought down by flats in tow of inland steamers. The dues are charged on the tonnage of the steamers only, while the flats pay nothing the steamers pay only once in six months. We have considered whether the dues should be levied on the tonnage of the flats as well as on the steamers. A note received from Mr Currie of Macneill and Company will be found in Appendix E, page 338. We are of opinion that there would be nothing inequitable in levying the dues on the flats, the more so as they are chargeable only twice a year. But the traffic they bring

competes with that carried by the Eastern Bengal State Railway, and looking to the fact that these vessels navigate only a comparatively short length of the Port approaches, that their draught is so small that the river surveys are of little advantage to them, and that practically the whole of the goods they carry pay the Special Toll on export from the Port, we consider it inexpedient to impose further charges upon them

104. The only other method of increasing the revenue is by amending the Indian Ports Act to admit of a higher rate than the present maximum of 4 annas. As we consider that the existing charge is a sufficiently heavy tax, we are not in favour of such a course.

Expenditure

105. Turning to the expenditure side of the account, we have examined the establishment charges in detail, and can make no suggestion for a reduction of the staff The recent heavy increase in officers' pay which stands in the current year's budget at Rs 43,560 as against Rs 25,920 five years ago, is due mainly to the appointment of an Assistant Conservator the necessity for whose services has been accepted by Government The Deputy Conservator has laid before us an interesting note (Appendix II, page 269) showing the development of the Department since it was taken over by the Port Trust, and explaining the nature of the work now done by it for the shipping of the Port. We recognize the great improvements that have been effected, and the extreme importance in particular of the survey work that is now being done under Captain Petley's directions, and we are unable to recommend any reduction in the establishment employed for this purpose

106 The cost of repairs to vessels has risen as in the case of the Harbour Master's Department, though the block maintained has altered little in recent years There are large fluctuations from year to year, but on an average the expenditure of the last five years exceeds that of the preceding five years by Rs 20,000 per annum There appears to us to be room for economy under this head We deal more fully with the subject in connection with the workshops

107. We see little prospect of avoiding a deficit in the working of this Department The receipts may increase slowly as tonnage increases, and we recommend that a more careful watch on the details of repair expenditure be exercised in the future than has been the custom in the past.

KIDDERPORE DOCKS

At present a source of loss, but traffic is increasing

108 The financial difficulties of the Trust centre round the Kidderpore Docks on which more than half the Capital debt of the Trust has been expended This large outlay is at present unremunerative. The traffic that was anticipated before their construction has not come importers decline to use them, and exporters find more economical methods of shipment for a large proportion of their business In spite of these difficulties, the traffic of the Docks is increasing, and, as special facilities are given to one line of business after another, is likely to increase more rapidly in the future. The increase will be largely dependent on the improvement of Railway facilities, such as we have recommended above. It is only by improvements in the Railway that the Commissioners can hope to attract the large traffic in jute and gunnies which is now transferred from boats to vessels actually within their Dock premises, and which contributes nothing to the revenue of the Docks

The Docks a necessity

Appendix B, page 182.

109. It is not within the province of this Committee to deal with the original policy of the construction of the Docks, but we entirely endorse the opinion expressed by Mr. M C. Turner in his evidence before us (Question No. 1322) that the Docks are at the present day a necessity to the trade of the Port. Our enquiries have been directed to a consideration of the question of the accommodation provided and the possible need of extension, together with the efficiency and economy of working.

110. The original scheme included the provision of two Docks. One only has been constructed up to the present, but the subsidiary works—entrance, tidal basin, canal, pumping machinery, etc, have necessarily been carried out.

111. The Capital cost of the Dock works stood at the close of 1899-1900 at Rs. 3,34,44,870, and the further expenditure against Capital account estimated for the current year is Rs. 29,42,624. Of this amount, the Government

loan for the original works accounts for Rs. 2,87,70,566. The remainder of the capital has been raised by debenture loans from time to time.

Receipts and expenditure

112 The revenue and expenditure during 1899 1900, and as estimated for the current year, are:—

	Actuals, 1899 1900.	Estimated, 1900 1901
	Rs	Rs
Receipts	16,50,068	18,27,590
Expenditure—		
Working charges ...	17,37,686	16,50,371
Interest and Sinking Fund ..	13,54,488*	14,86,530*
Total ...	30 92,174	31,36,901

The Docks first came into general use in the year 1897-98. Since that date, the annual deficits have stood thus —

	Rs.
1897-98, actuals	15,37,394
1898-99, „	14,67,949
1899 1900, „	14,42,111
1900-1901, estimated	13,09,401

No charge has yet been debited to this account for Sinking Fund on the original Government loan of Rs. 2,87,70,566, but this charge which, under existing arrangements, becomes payable in 1910, will, if the proposals we have made in an earlier part of this report are accepted, not affect the general financial position of the Trust

From the above figures it is clear that the efficiency of the Dock management is a point of the utmost importance.

Capacity of the Docks

113. Conflicting views have been expressed as to the sufficiency of the accommodation provided to meet the probable expansion of trade in the near future In considering this point, we leave out of account any probability of the transfer of the import trade to the Docks for reasons given in our remarks on the Jetties.

Present accommodation for general cargo

114 In Dock No 1 there are 12 berths available for general export cargo In the Tidal basin there is one berth now used for coal, which could be made available for general cargo. Within the site of the proposed Dock No. 2, four berths have been constructed for coaling and two more are under construction. Three berths have been provided for the use of the salt trade.

The berths for general cargo are provided with ample shed accommodation The traffic to be provided for is fairly regular throughout the year. The busy seasons for jute and tea coincide with the slack times for wheat and seeds. At the present time the berths are occupied for little more than half the time available, the proportions being 59 per cent. occupied to 41 per cent unoccupied. When all 12 berths are working, an average day's shipment amounts to from 6,000 to 7,000 tons At times of pressure 1,000 tons a day could easily be shipped at each berth Taking as a minimum 500 tons a day per berth and 25 working days a month, the capacity of the Docks is 1,800,000 tons a year, and if any real pressure existed, this capacity could be considerably increased. We consider it a moderate estimate to place the capacity of Dock No 1 at 2,000,000 tons a year, and this leaves out of account an extra berth available in the Tidal basin.

115. The total tonnage of the export trade of the Port can only be arrived at approximately. The figures for three years are given in Appendix C, Statement No. 6 For the years 1898-99 and 1899-1900, it was about four million tons (including coasting trade) of which coal was in round figures 1,750,000, leaving 2,250,000 tons as the total export of general cargo for which Dock No. 1 is provided Of this, the total volume of general cargo, exclusive of coal, which was dealt with at the Docks during the past two years was 619,911 tons and 688,741 tons respectively, or less than one-third of the full capacity of the Docks

* Of these amounts, Rs. 11,50,823 in each year represents interest on the Government Dock loan of Rs. 2,87,70,566 The remainder represents Interest and Sinking Fund charges on debenture loans.

Sufficient for all probable requirements and capable of expansion.

116. These figures show that the accommodation now provided is not far short of that which would be required if the Port Commissioners could attract the whole of the general export trade. There is little or no prospect of such a result being obtained, as much of the cargo will continue to be shipped overside from boats either in the Docks or in the stream, at any rate for many years to come When, however, expansion does reach the point at which additional berths become a necessity, these can readily be provided by gradual extension in a way similar to that in which the coal berths have been constructed The accommodation can be kept a little in advance of the traffic by the provision of one or two berths at a time. No large capital expenditure is therefore required at present, and if it should be needed hereafter, it can be foreseen and spread over a number of years.

The Coal Export Trade.

117. Of the individual trades for which special accommodation is provided in the Docks, the most important at present is the coal trade.

When the Docks were originally designed and constructed, the export coal trade of Bengal hardly existed, and no one anticipated that it would grow to the dimensions at which it now stands The expansion of this trade, during the last five years, has been so great that it has necessitated the provision of entirely new arrangements for its accommodation in the Docks. Before examining the efficiency of those arrangements both as now existing and as in course of development, we have attempted to form a reliable estimate of the volume to which this trade may possibly expand during the next few years On this subject much difference of opinion has been evident. The rapid expansion of the past does not necessarily imply an equal or greater rate of expansion in the future

Rapid development in the past

118. The total export of coal from Calcutta in the last five years and the quantity shipped at the Docks are as follows —

	1895-96	1896-97	1897-98	1898-99	1899-1900
	Tons	Tons	Tons	Tons.	Tons
To Foreign Ports ...	79,986	132,448	205,145	325,571	303,982
„ Indian „	351,025	544,582	926,302	969,148	875,703
Bunker coal ..	384,522	426,690	491,117	504,695	502,234
Total .	815,533	1,103,760	1,622,564	1,799,414	1,681,919
Shipped from the Docks — Tons	105,812	386,490	672,747	877,895	870,347
Shipped from the Docks — Percentage ...	12 9	35 0	41 4	48 8	51 7

Estimates of probable future expansion

119 At the outset of our enquiry, we were informed that proposals for the introduction of mechanical loading of coal at Kidderpore contemplated plant capable of handling 7,500,000 tons. In examination Mr. Macleod, representing the Indian Mining Association, stated in answer to question No. 772 that he considered this a fair figure to cover expansion for the next five or six years; and replying to question No 851, he anticipated that the foreign trade alone might reach 3,000,000 tons. In a memorandum with which he subsequently favoured us (Appendix F, page 343), he estimated the total exports at not more than 3,000,000 tons (exclusive of bunker coal) for several years to come, on the assumption that Bengal coal succeeds in ousting its competitors. The Hon'ble Mr. Ashton in his statement considered that the future demand could not be measured by the present. Judging by the analogy of development in other countries, he anticipated a growth more rapid in the future than in the past.

Appendix B, page 149

Appendix B, page 153

Mr. Cable's forecast

120 Less sanguine views of the future possibilities of expansion are presented in the information furnished to us by Mr. Cable. The details of Mr. Cable's examination will be found in Appendix B, page 163. His evidence contains a carefully considered estimate of the future export coal trade of Calcutta, with due regard

to the limitations imposed by the geographical situation of the Port, and by other competing sources of supply. Mr. Cable has also been good enough to place before us the opinions of his correspondents in various ports. None of these point to the expectation of any rapid growth of the trade.

121 The natural limits placed on the Bengal export coal trade are the Suez Canal on the west and the Straits Settlements on the east. It is improbable that Bengal coal can ever compete with English coal west of the Canal, burdened as it must be by canal dues. It could not, for instance, hope to go to Port Said, though it is conceivable (but very improbable) that Suez might supersede Port Said as a coaling station On the east, Japanese coal comes into competition in the Straits Settlements, and has at present an advantage both in price and quality over Bengal coal

Figures giving the imports of coal from all sources into the ports lying between these limits, have been collected as far as available for the three calendar years 1898, 1899, 1900. These are given in the following statement. Side by side is given the estimate framed by Mr. Cable of the probable development of the Calcutta trade during the next three years —

Imports of Coal into Ports between Port Said and Singapore

Port	1898.		1899		1900.		Estimate framed by Mr E Cable of the probable exports from Calcutta within three years
	From Calcutta.	From other places	From Calcutta	From other places	From Calcutta	From other places	
1	2	3	4	5	6	7	8
	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Foreign Ports—							
Port Said	.	1,004,096		1,074,590		Figures for 1900 not yet available	250,000 (Port Said, Suez and East Coast of Africa)
Suez	.	20,052		15,308	3,130		
East Coast of Africa		10,362		8,528	5,135		
Aden and Perim	14,416	144,220	4,000	144,528	39,338		200,000
Persian Gulf	250	2,868		1 902			
Mauritius .	1,870	44,415	8,865		11 191		
Ceylon	213,852	260,665	163,907	334,568	335 465		500,000
Straits Settlements	83,528	427,650	81,998	470,786	90,163		150,000
Total Foreign Ports	318,916	1,914,408	258,770	2,050 210	484,622		1,100,000
Indian Ports—							
Madras and East Coast Ports .	264,045	41,341	272 166	12,605	199 942		200,000
Burma	172,561	26,967	195,875	31,5[illegible]6	217 244		220,000
Bombay .	449,302	214,759	399,121	317,939	824,080	62,567 (Bombay and Karachi)	800,000 (Bombay and Karachi)
Karachi .	20,801	10,374	.	51,059	4,730		
Total Indian Ports	906,709	293,441	867,162	416,159	1,245,996		1,220,000
GRAND TOTAL	1,220,625	2,207,849	1,125,932	2,466,369	1,730,618		2,820,000
Bunker Coal (Calcutta) .	497,091		501,847		615 140		680,000
Total including Bunker Coal	1,717,716		1,629,779	.	2,345,758	.. .	3,000,000

These figures indicate that, in Mr Cable's opinion, the current demand for Bengal coal at Indian Ports has reached the maximum which it is likely to attain under existing conditions.

122. We have considered this estimate in detail, and accept it as the most reliable that can be framed for our present purposes The chief consumer of Bengal coal among Indian Ports is Bombay, which took 824,080 tons in 1900. In that year only about one per cent. of the total imports into Bombay came from other places It thus appears that Bengal coal has (at present prices) captured the entire trade, if the demand remains at its present figure. There is reason to believe that Bombay was overstocked last year, and the ensuing year's demand will be less. An important factor in the large advance in the export to Bombay

Exports to Bombay

in 1900, was the high prices ruling for Welsh coal That those prices will be maintained at their present level is doubtful, and if they fall, as they are already beginning to do, the demand in Bombay for Bengal coal is more likely to diminish than to increase. The demand from Bombay will, doubtless, increase with the development of industrial enterprise, but this development must be gradual, and we anticipate that for the next year or two, the figures of last year's export to Bombay (824,000 tons) will not be exceeded, and will very probably be reduced.

Madras and Burma

123. Similarly, we consider that the current figures for the supply of Madras and Burma are practically the maximum that will be obtained for some years to come In both cases the margin of the total demand of recent years not supplied by Bengal is a narrow one. There are no apparent reasons to anticipate any large expansion, and serious competitors of Bengal coal are already entering both markets, viz, Singareni coal in the case of Madras, and oil fuel in the case of Burma.

Foreign ports

124. Among foreign ports, the chief consumers of Bengal coal at present are Ceylon and the Straits The former, which is the largest consumer at present, may possibly increase its demand to the figure we have estimated it at, namely, 500,000 tons, but here again oil fuel is entering into competition, and the falling prices of Cardiff coal are against any rapid increase The development of trade with Singapore and other Straits Settlement ports is unlikely to be of importance in the face of the competition of Japan coal, which at present commands this market and is likely to retain it

Aden, Suez, and the East Coast of Africa.

125. A more doubtful factor is the growth of the existing small trade with the East Coast of Africa, Aden and Suez There are possibilities of development in this direction. The traffic last year amounted to 59,000 tons only, and in estimating its future at a possible 450,000 tons, we consider we are making a very liberal provision It was suggested in evidence by the Hon'ble Mr Ashton (question No 1738) that the Port Said coal trade might be transferred to Suez and be captured by Bengal coal We do not shut our eyes to the possibility of this, but we regard the contingency as altogether too remote for practical consideration

Demand for domestic consumption

126 Mr Ashton also suggested (questions Nos' 1722-1728) that the demand for coal for domestic consumption might develop, though he was unable to offer any estimate of the probable increase We are of opinion that the cost of carriage by rail and still more by road, will be prohibitive of any material increase of this demand Beyond a very short radius from the port of importation it will not be able to compete with the fuel ordinarily in use.

127 Some increase in the coal used for bunkers is to be expected Putting this at 680,000 tons, we arrive at a total probable export from Calcutta during the next two or three years of 3,000,000 tons.

Bracebridge Hall

128 The greater part of the coal used by the fleet of the British India Company is now shipped from a wharf at Bracebridge Hall belonging to the Company Coal for bunkering purposes is very seldom shipped from the Docks. We do not anticipate that these arrangements will be altered in the near future The shipments from Bracebridge Hall are approximately 300,000 tons a year

129. Out of the total of 3,000,000 tons thus arrived at, we are forced to estimate that the maximum demand on Dock facilities will not exceed 2,300,000 tons in the next few years

Accommodation now being provided is abundant for probable expansion of the trade in the near future

The four coaling berths in the Docks, with existing methods of handling by cooly labour, are capable of loading at least 1,000 tons a day at each berth, and more probably 1,200 tons Assuming only 25 working days per month, this is equivalent to 1,200,000 tons a year. According to figures supplied by Mr. Apjohn, the Docks actually dealt with 1,347,510 tons during the year 1900. With the two new berths now under construction, a minimum capacity of 1,800,000 tons per year may be expected. This outturn presupposes manual loading only; but the Commissioners are about to instal

mechanical appliances, the details of which we do not touch on, as the matter has been dealt with by a Special Committee. Such mechanical appliances will, we are informed, at least double the outturn possible for each berth. The provision of these appliances at two berths only would then enable the six berths when in working order to ship 2,400,000 tons per annum If they are installed at all six berths, 'the latter will be capable of handling 3,600,000 tons a year Moreover, there is room alongside the present staithes for at least three additional berths, which if duly equipped will increase the total capacity by 50 per cent or to 5¼ million tons a year, exclusive of bunker coal and coal shipped at Bracebridge Hall. These figures are so greatly in excess of the best estimates of probable exports during the next few years that we unhesitatingly arrive at the conclusion that the provision for the coal trade at the Docks, taking account of the increased accommodation now being provided, is sufficient for the requirements of the trade.

130. So far as the provision of accommodation and arrangements for labour are concerned, we consider that the Commissioners have anticipated the demands of the trade, and have, in fact, been ahead of the traffic with which they have had to deal. Mr. Macleod expressed this view in reply to question No 886. He said —

Facilities provided have kept pace with the supply of coal for export

"I think the trade owes a good deal to the Port Commissioners for what they have done for the coal trade It expanded very suddenly in a very short period, and we give them credit for what they have done for us, but we say that the trade has reached a stage when some permanent scheme should be taken in hand"

Mr Cable also spoke emphatically on this point in his reply to question No. 1090

"I may say this as my distinct opinion that the Dock facilities, as they are now, are at least two years ahead of the East Indian Railway"

We have referred above to the proposals of the Port Commissioners for the introduction of mechanical loading appliances, to take the place of cooly labour Having regard to the figures given above, we consider that that scheme in its original form, which sought to make provision for 7,500,000 tons per annum, was perhaps too much in advance of trade requirements Expenditure on such a scheme would not be justifiable at present A more moderate programme, including the completion of the two berths in progress, with the addition of mechanical appliances to these only, will meet the necessities of the near future, and will admit of rapid and easy extension as demands may increase

131. The same considerations lead us to the conclusion, which we desire to emphasize strongly, that there is no present necessity to seek relief for a trade that is sufficiently provided for at Kidderpore by the construction of a new coal dock either at Kidderpore, at Luff Point, or elsewhere Schemes, such as that for constructing a new dock at or near Luff Point can only be worth considering if it can be shown that a reduction of charges is practicable below the figure to which they can be reduced at Kidderpore It is true that Kidderpore is not the nearest point from which the produce of the Bengal coal-fields could reach the sea. It is true that it is separated from them by the Hooghly river. But the difference in distance is trifling, there is reason to suppose that additional railway communication with Calcutta, on one or both sides of the river, will before long have to be provided for general traffic, and if our inferences from the evidence before us are correct, there is little reason to expect that the export coal trade will grow to such a figure as to require an entirely new and independent railway to the sea The trade of the Port must eventually bear the whole of the charges involved in such proposals As long as existing arrangements suffice, and we believe they will suffice for many years to come, any proposal for large Capital expenditure elsewhere to supplement them seems altogether premature. We have no desire to dogmatize on so uncertain a matter, and we are perfectly alive to the possibility that our forecast of the future course of the coal trade may be falsified by results. But it is the best we have been able to make after careful weighing of the information placed

No present need for an additional dock for coal either at Kidderpore or elsewhere

before us. And if, as we anticipate, it proves to be approximately correct, we are clearly of opinion that the total volume of the export trade in coal, present and prospective, is not sufficient to make it economical or necessary to divide it between two ports of shipment.

Minor recommendations

132 The aim of the Commissioners should be to reduce the charges for shipment at Kidderpore as far as it may be practicable to do so, and if this is done, we have the evidence of Mr. Macleod representing those chiefly interested that exporters as a body have no desire to abandon Kidderpore for any other site Such reduction in charges can be effected by the introduction of mechanical loading appliances We have received proposals from Messrs Bird and Company, the present labour contractors, for an immediate reduction in the form of a rebate on all quantities handled over 75,000 tons per month (Appendix E, page 322). This subject we recommend to the early attention of the Commissioners.

A further small possible saving is pointed out by the Sub-Committee in paragraph 91 of their Report They suggest the use of Tip buckets in conjunction with the hydraulic cranes now available at the berth in the Tidal basin.

We think that endeavours should be made to induce vessels to take in their bunker coal from wagons on the quay at the Docks We are informed that this was attempted and given up as unsatisfactory The system is in force elsewhere, and we see no real grounds for opposition to it in Calcutta The Dock revenue would gain by the wharfage on the coal, and it would probably be a matter of convenience to the shipping.

The wheat and seed trade

133. In addition to the special accommodation for the coal trade, extensive works have been carried out for dealing with the wheat and seed trade These works are approaching completion, and though it was at first anticipated that they would be ready in every respect by the beginning of March we have been informed by the Vice-Chairman that difficulties have since arisen which will postpone the final completion till the close of that month This matter is further referred to in paragraph 178, below. The insufficiency of earlier arrangements for this trade was demonstrated by the confusion and loss that occurred in 1898 when the traffic was suddenly transferred to the Docks before any special preparation had been made to receive it Since that date the Port Commissioners have, in consultation with the trade, laid down special sidings, and built spacious sheds in which goods not intended for direct shipment can be deposited and dealt with at the convenience of the trade The provision appears to us to be complete as far as can be judged before actual trial has been made of it, and there is good reason to anticipate that the bulk of the wheat and seed trade will in future be transferred to Kidderpore.

The Salt trade

134. For the salt trade also special accommodation has been provided. This has not been taken advantage of to the extent that was anticipated, owing mainly to the fact that vessels bringing salt also as a rule bring other cargo as well The latter they discharge at the Jetties, and they find it advantageous to discharge the salt simultaneously overside into boats It is open to doubt whether the salt trade really requires accommodation at Kidderpore, but if it does, the course suggested in paragraph 96 of the Sub-Committee's report should be considered by the Trustees

Additional traffic

135 As has been shown above, the capacity of the one Dock now existing is sufficient to deal with a far larger traffic than is now handled, and the main problem before the Commissioners is how to attract that traffic to the Dock, or rather to their Dock sheds. At present a very large proportion of the cargo shipped in the Docks is taken in overside from boats, and from this the Commissioners derive no revenue except the Special Toll. To whatever extent the Commissioners may improve their facilities, some portion of the exports will continue to use this method of shipment, namely, that which comes from mills or other sources on the opposite bank of the river.

The traffic in which the largest margin for expansion exists is gunnies, of these some 406,000 tons are annually exported, of which only about 3 per cent. passes over the Dock quays. Mr. Nicoll, in his reply to question No. 403,

estimated that the mills having railway sidings could put 168,000 tons into the Docks by rail if they were provided with reasonable facilities in respect of wagons and rates.

Boat wharf at Hastings.

136 It has been suggested by Mr Apjohn that the provision of a boat wharf at Hastings to which mills could boat their produce and there load it into the Commissioners' wagons for transport to the Dock sheds would justify the exclusion of boats from the Docks, and would be accepted as a satisfactory arrangement by shippers as relieving them of the uncertainty and delay caused by the block of boats at the Dock entrance This view was not supported by Mr. Ross who, in his reply to question No. 262, held that shippers as a body would not welcome the proposal Mr. M C Turner also (question No. 1198) pointed out further drawbacks to it Mr Nicoll, as representing the mill owners, believed that such a wharf would be of use provided charges were not excessive. Mr McKewan, answering questions Nos 953 and 954, said that though the wharf would be useful, no one would use it if they could avoid doing so on account of the extra charges

Not recommended

We are agreed that the proposal is not one to be recommended. It has none of the advantages of direct transport by rail, it would introduce a double handling of goods for which shippers generally would be unwilling to pay, and it would tend to perpetuate the use of cargo boats for a traffic which the Trust should aim at obtaining without their intervention

Improved facilities should be given by the Eastern Bengal State Railway

137 Railway facilities the Port Commissioners can, up to a certain point, themselves provide, but it is necessary that they should go beyond this, and press on the management of the Eastern Bengal State Railway the importance (1) of quoting moderate rates at Railway risk that will compete with boat traffic, (2) of providing wagons of a type suitable to the traffic to be served, and (3) of maintaining a regular daily service On these matters the mill-owners are certainly at present not satisfied, and until their reasonable requirements are met, both the Eastern Bengal State Railway and the Port Trust will continue to lose a considerable revenue that might be obtained from the mills. That exporters would use the Railway in preference to cargo boats if rates and conveniences were adjusted to meet their views is clear from the evidence placed before us

138. A minor means of increasing revenue is to encourage the unloading of cargo boats on to the Dock quays. This may be done to some extent by an alteration of the system of granting Dock receipts The subject is dealt with fully in the concluding portion of paragraph 74 of the Sub-Committee's report, and we recommend it to the Commissioners both as a possible means of increasing their business and as a method of satisfying trade requirements

Shipping charges,

139. The incidence of the present shipping rates has been considered by the Sub Committee in paragraph 102 of their Report. The rates in no case appear to us too high, and in the case of gunnies, and to a less degree, jute, an increase would be justified For the main staples of export traffic the current shipping rates are, for coal, rice, wheat and seeds, 8 annas a ton, for jute 11 2 annas, for gunnies 6 annas, and for general cargo the average rate is one rupee per ton. With the exception of the rate for coal, none of these charges have been called excessive by the witnesses examined. One, namely, that for gunnies, 6 annas a ton, we consider distinctly too low, and it should be raised. Traffic in this commodity has not been attracted by the low charge, and is much more likely to be brought to the Docks even at a higher shipping rate, if reasonable railway facilities are given.

On Jute and Gunnies,

In a less degree the same applies to jute which is now shipped at 2 annas a bale, equivalent to 11 2 annas per ton We consider a slight enhancement of this rate would not affect traffic or unduly burden the trade

Increase not recommended if River dues are permanently levied

140. The remarks in the foregoing paragraphs are subject to the general principle which we have recommended for acceptance in paragraphs 35 and 36 of this report, viz, that the principal source of revenue of the Port should be River dues, and that the charges made for special services should be

reduced to a minimum. If the financial position of the Trust should be strengthened as a result of our recommendations or in any other way, these proposals for an increase in shipping charges, though equitable, may be set aside as unnecessary.

And on Coal

141. We do not consider that it would be possible to reduce the shipping charges on coal. Coal is shipped for a rate of 8 annas a ton if loaded direct from wagons, or of 10 annas if first dumped and loaded from the stack. As about half the quantity is dumped, this is equivalent to an average rate of 9 annas per ton Mr. Macleod represented that these charges were distinctly oppressive, and urged that reduction should be given. He advocated the employment of departmental labour as likely to result in more economical working. The share of the shipping charge that now goes to the contractor is 5¼ annas for coal loaded direct, and 7¼ annas for coal first dumped. None of the evidence laid before us has given us any basis for holding these payments to be excessive. From independent enquiry we find that they approximate fairly closely to charges for similar work elsewhere The contractors are obliged to maintain a labour force greatly in excess of that maintained at other places of shipment, and this can only be done by special importation of labour. They have also to maintain labour sufficient to deal with a regular supply, although the supply is often intermittent owing to railway difficulties. We are of opinion that the expense of shipment would be enhanced by attempting departmental labour Some present reduction will be obtained by agreement with contractors for a rebate, as suggested above, but such reduction should not take effect on the shipping rates, at any rate until the finances of the Docks are on a more satisfactory basis. The solution of a reduction of shipping charges on coal must lie in (1) obtaining a regular and sufficient supply so as to make economical handling possible, and (2 the provision of mechanical loading appliances. If mechanical appliances are introduced, a revision should be made

Labour at Docks.

142. The same contractors, who supply labour for handling coal, also provide that for handling general cargo. Some of the witnesses examined have questioned the advantages of this system, and have advocated the employment of departmental labour This view we are unable to endorse. There is no local labour force which could be employed or not according to the daily demand. The Commissioners would have to maintain an establishment often in excess of immediate requirements they would be dealing with their establishment through numerous sardars who would be in reality petty contractors, instead of, as now, through one responsible agency

Similar work on Railways is done by contract, and we see no impropriety in the system.

The growth of traffic since the terms of the original contract were fixed, has, we consider, made some reduction in the rates paid to the contractors possible; but that these were originally fixed at too high a figure, we are not in a position to say

143. We find that out of shipping rates which on the main staples are 8 annas per ton, the cost of handling, that is the payments to contractors, averages as much as 6¾ annas per ton In comparison with the proportion of the shipping rate paid for handling elsewhere, this sum is excessive.

Reduction of rates for labour

It is for the consideration of the Commissioners whether some reduction of rates could not be obtained by the employment of more than one firm as contractors. As already mentioned, the present contractors are making proposals to share their profits with the Trust by granting rebates on traffic handled over certain limits.

Minor economies.

144. Apart from the rates paid to contractors, there are other means of reducing the cost of handling There is some want of discretion on the part of the Dock authorities in such matters as requiring all jute bales to be stacked in the sheds, and in the rigid adherence to rules prohibiting the placing of cargo in the open or on the quay face. Where sheds, as at the Docks, offer a floor area at present largely in excess of the requirements of cargo, the stacking of jute to economise space is, as a rule, unnecessary, and the expenditure on the process is money wasted.

During many months of the year, cargo could be deposited without risk direct from the wagon on the quay face, ready to be slung on board, instead of being passed through the sheds An economy of labour would result by following this course

145 Other matters in connection with the Dock management that have been brought to our notice are:—

(1) the delays occurring in permitting the entrance of boats, and
(2) the practice of shutting out cargo.

Delay in admitting boats into the Docks.

The delays experienced by boats are no doubt very real Figures are given in Mr Nicoll's evidence. In answer to question No 416, he estimated the loss caused by this delay at Rs 27,000 a year. As long as boats are compelled, as at present, to use the main entrance from the river, delay can hardly be obviated, as ships must take precedence in entering. To avoid the delay, the Commissioners are now constructing an independent entrance for the use of boats only, and we are informed that this will increase the facility of entrance by about 50 per cent. The construction of this boat entrance has been in hand far longer than it should have been, and the Commissioners should take such steps as may be possible to complete it at an early date.

Shutting out of cargo

Complaints on the subject of shutting out cargo should, under the existing system, be directed against the ship, and not against the Dock authorities, in the majority of cases. The Dock Superintendent has no control over the ship's officers in the selection of what items of the cargo in the sheds shall be taken on board or in what order they shall be taken.

In one definite case that was presented to us, the Dock authorities were blamed for witholding permission to ship a large consignment of tea when this was actually in the sheds The ship eventually had to leave with a large amount of vacant space, and incurred a considerable loss of freight. An examination of the case showed that the teas were received so late in the sheds that the time available for sorting was insufficient, and that orders, which are based on the distinct instructions of shippers, prohibit the shipment of incomplete breaks of tea In this particular case we consider that the Dock officers erred on the side of overcaution, though we recognise that they would have been heavily blamed if it had been subsequently discovered that the consignments were incomplete

Possible reduction of expenditure

146. Improvement of facilities and enhancement of charges have been discussed above. Reduction of expenditure has still to be considered. Such reduction, we are of opinion, may be obtained in the cost of establishment without reducing its efficiency. The Sub Committee has enquired closely into the duties on which each member of the establishment is employed, and have presented a supplementary report (Appendix D, page 281) dealing with the matter. As regards the Docks, the changes which they advocate are considerable. We have discussed these proposals in detail, and accept them. We find that for the traffic now handled the staff is excessive The principal changes that we consider necessary are the abolition of the posts of one out of two Deputy Superintendents, and eight out of the fourteen Assistant Superintendents. We find that the number of Assistant Superintendents was increased to its present high figure of 14 as the result of the block in the wheat and seeds trade that occurred in 1898. The increase was made, at the instance of the trade, with a view to obviate any recurrence of the confusion that had then been evident. It is, however, altogether out of proportion to the work to be done. We consider that the retention of more than six Assistant Superintendents cannot be justified The remaining items dealt with by the Sub-Committee are minor matters, but should all of them receive the careful attention of the Commissioners. In their last suggestion, they recommend the reorganisation, with a saving in cost, of the staff of Mechanical Engineers This point we feel ourselves not competent to express definite opinions on, and would suggest that the subject be referred to an expert in such matters. Definite proposals on this head will be found in our recommendation in paragraph 153 regarding the workshops.

WORKSHOPS AND STORES.

147. The Workshops of the Trust are situated on the Howrah side of the river, a short distance above the floating bridge. They are managed by a Superintendent who is also in charge of the whole of the machinery of the Trust including railway stock. We observe that in the published accounts of the Trust there is no direct reference to the expenditure in the Workshops. The whole is allocated in the sub-heads of each department, such as repairs and maintenance. This expenditure exceeds five lakhs of rupees annually, and without examining in detail the labour bills and stock accounts, it is impossible to frame any definite conclusions as to the efficiency of the management.

Workshops.

148. The Sub-Committee, in their examination of the shops, arrived at the general conclusion that there was a want of economical management. We accordingly asked Mr C. A. Walsh, Inspector of Factories, to accompany the Sub-Committee over the Workshops and to favour us with an opinion on the subject. His views are given in his letter of the 4th February 1901, which will be found in Appendix G, page 365. The inspection was necessarily hurried, as Mr. Walsh had to leave Calcutta, and his report only deals superficially with the subject.

Mr. Walsh's report.

149. The employment of daily labour to the extent to which this is done in these shops is unusual. There is little doubt that more economical results will be obtained if a greater proportion of the work is done by contract or piece-work. In addition to the better outturn of work that is obtainable under a contract system, its effect should be seen in a reduction of the supervising establishment. This establishment, consisting of a Superintendent and eight foremen, is at present a large one in comparison with the size of the shops.

Work to be done by contract.

150. Neither the system of accounts nor the control over expenditure appear to us to be satisfactory. The system of accounts is discussed in paragraph 118 of the Sub-Committee's report (Appendix D, page 270), and we recommend that it be greatly simplified as there suggested. The actual compilation of the accounts would be more suitably dealt with by the accounts branch in the head office, where the figures would be available to the officers of the Trust, than as now by a separate staff in Howrah. The Workshop accounts staff should be confined to time-keeping and the allocation of charges.

Simplification of accounts.

151. To introduce effective control over expenditure preliminary sanction to estimates is essential. Under the system at present existing there appears to be a tendency to treat a lump sum budget allotment for repair work as authority for detailed expenditure. The steadily increasing outlay on repairs is a matter we have noticed in several Departments. Under the existing procedure in the Workshops, it does not appear that any opportunity is given for a consideration of the cost of repair before work is started. The nominal control of expenditure is in the hands of the Deputy Conservator, but the actual preparation and submission of estimates is the duty of the Workshop Superintendent, who submits them to the Vice Chairman. It is at least possible that, if the cost of repairs were as a rule estimated before work was started, cases would occur in which a vessel or machine would be condemned in place of being repaired. We consider that in all repair work likely to exceed a limit, which should be fixed by the Commissioners, the survey, report, and estimate should be prepared and approved before work is started. We understand that, under the present system, repairs to vessels are put in hand as soon as the Deputy Conservator's survey is made. We recognise that urgent cases may occur, but we believe that in the majority of cases of repair work the urgency is not great enough to override the necessity of considering the cost before starting the work.

Preliminary sanction to estimates.

152. The staff of the Dock engine-houses and of the 30 ton crane is subordinate to the Workshop management. The Sub-Committee have pointed out in their supplementary report (Appendix D, page 284) that in their opinion there is a possibility of making reductions in both of these. ...

Mechanical staff at Docks.

153. The economy of the Workshops, including this last subject, is a matter of primary importance, and we advise that expert advice be obtained. The names of Mr. Jameson, Locomotive Superintendent, Eastern Bengal State Railway, and of Mr Orr, Superintendent, Gouripore Mills, have been suggested in this connection. We recommend that these or other qualified gentlemen be asked to examine into the methods and efficiency of the Workshops and into the possibility of reducing the existing staff of Mechanical Engineers employed under the Commissioners, both ashore and afloat, and to submit a separate report to Government.

Expert advice recommended

154. The Stores Department has been very carefully examined by the Sub-Committee Here also they find that the system of accounts is more cumbrous than it need be. They have made definite proposals in paragraph 116 of their report (Appendix D, page 269) for the simplification and improvement of present methods. These we recommend to the attention of the Commissioners. In the matter of purchase of stores we are of opinion that the practice of advertising for tenders for annual supply is one to be adopted in the future. This Department is also under the management of the Deputy Conservator.

Stores Department

155. We think it advisable that a change should be made in the supervision of both the Workshops and Stores Department. We recommend that both Departments be placed in charge of the Engineering branch.

Change in supervision recommended

HOSPITAL PORT DUES.

156. The Commissioners have no control over either the imposition of Hospital Port Dues, or the administration of them. The dues are levied and disbursed by Government, and form an Excluded Local Fund, which is not merged in the Government balances. As, however, the subject is one bearing on the general economy of the Port, and as we believe the dues to be a charge on shipping that admits of reduction, we consider it within the scope of our enquiry to deal with them.

157. Hospital port dues are levied under sections 49 and 50 of the Indian Ports Act, X of 1889. Their incidence is limited to a maximum of one anna per ton on all vessels entering the Port and the law directs that the proceeds shall be applied to the support of any hospital or dispensary suitable for the reception and relief of seamen requiring medical aid, and to the provision of sanitary superintendence and medical aid for the shipping in the Port, and for the seamen belonging to the vessels therein.

The rate at which they are at present levied is 9 pies a ton, or three-fourths of the maximum rate. For some time back the receipts have exceeded the expenditure, and the Fund has possessed a steadily increasing balance, which stood at the end of 1899-1900 at Rs. 1,14,067. The receipts and expenditure during 1899-1900 were as follows.—

	Rs.	Rs.
Receipts	... ..	89,192
Expenditure—		
Hospital charges ...	42,123	
Port Health Officer and his establishment	29,164	
Treasury charges	456	71,743
Surplus	......	17,449

158 No corresponding dues are levied in Bombay, Madras or Karachi. In Bombay the Port Trust pays for the treatment of seamen in hospital, and contributes half the cost of the Port Health Officer's establishment. In Madras the Trust pays for an Assistant Surgeon at the Marine Dispensary. In Karachi the Commissioners meet half the salary of the Port Health

Corresponding arrangements in other Ports.

Officer, and one third the cost of a quarantine hospital, and contribute for the treatment of seamen in hospital. The charge imposed upon the shipping in Calcutta is twice as great as it is in Bombay

159. The duties of the Port Health Officer are preventive only, he has no concern with the treatment of patients. Such duties concern the Province quite as much as they do the Port, and it appears to us equitable that the cost of his establishment should be divided between the Port and the Province as a whole, as is now done in Bombay and Karachi We recommend that half the charge on this head, a sum of from Rs 11,000 to Rs. 15,000 a-year, should be borne by the Provincial Revenues.

Half the cost of the Port Health Officer should be borne by Government

160 The expenditure against the fund would then stand at about Rs 57,000 a year. Whether this relief to the fund is given or not, the present rate at which the dues are imposed is evidently in excess of requirements We recommend that the rate be reduced to such a figure as will yield a revenue just sufficient to cover the expenditure If our proposal to transfer half the cost of the Port Health Officer to Provincial Revenues is accepted, the rate would be 6 pies a ton, otherwise 7 pies would be necessary. The relief to the shipping would be from Rs 20,000 to Rs 30,000 a year

Rate should be reduced

161, The existing surplus should, we consider, be appropriated at once, and not allowed to accumulate further The purposes to which it may be devoted are laid down in section 50 (1) of the Indian Ports Act, X of 1889 Amongst these is the support of hospitals suitable for the reception of seamen We are of opinion that the best use that can be made of the balance available is to make special provision, in the new General Hospital now in course of erection, for the accommodation of seamen and officers of ships using the Port

Employment of accumulated balances

MISCELLANEOUS

162 In the preceding sections we have discussed the general administration of the Trust in each of its Departments and made such proposals for improvement as appear to us necessary Certain further suggestions which have arisen during our enquiry may conveniently be dealt with here First in importance among these is the proposal contained in a letter from Sir James Mackay addressed to a member of the Committee which will be found in Appendix E, page 332 This proposal, in brief, is that the Port Commissioners should entirely abandon the work of handling cargo, both import and export, and confine themselves to providing suitable accommodation for vessels and goods, leaving the landing and shipping of cargo to be done by the representatives of the vessel Such an arrangement involves the leasing of berths to Liners, and hiring them out at a daily rental to casual vessels There are nine regular lines of steamers trading to Calcutta, and as there are only six berths at the Jetties, it would be difficult to adopt the system there In the Docks where twelve berths for general cargo are available, it would be practicable.

Sir James Mackay's proposal

We apprehend, however, that the plan proposed would involve the risk of placing importers and exporters too much at the mercy of shipowners, and of subordinating the interests of the former to those of the latter The object of the change is to get rid of irritating delays, of possible obstruction to business, and of unnecessary formalities by eliminating the intermediate agency between vessels and the trade There is no doubt that the adoption of the proposal would relieve the Port Commissioners of a large amount of responsibility, but it is open to question whether such relief would not be obtained at the expense of trade The Port Trust is representative of trade and works for the general interests of trade, a steamship company works for its own individual interests. And even if controlling powers were reserved to the Port Commissioners, it is conceivable that facilities might be refused or charges enhanced by an agency whose primary object is the earning of dividends, more readily than by the Trust.

Not recommended

The arguments against the proposal are fully stated in a note by Mr Dumayne which will be found in Appendix E, page 329. We do not recommend

the adoption of the proposal. The general situation and methods of trade in Calcutta do not, in our opinion, demand such an entire change of system, at any rate for the present.

Fees for collection of Government dues.

163. There is a minor financial adjustment between the Trust and Government in which we consider that the Trust may reasonably look to Government for easier terms than those at present in force.

The Port Commissioners collect on Government account the fees for pilotage, the hospital port dues and certain other petty sums. These aggregate at present eleven lakhs of rupees. For this service the Commissioners receive a sum of Rs. 2,800 per annum, or 0·25 per cent. We consider that this remuneration is insufficient for the services rendered. The cost of collecting the Port Commissioners' own revenue has been ascertained to be almost exactly 1 per cent. on the receipts, and we recommend that the same percentage should be paid by Government on the revenue which the Trustees collect for it.

Municipal Services.

164. By the Calcutta Port Act, section 68, it is contemplated that the public thoroughfares through the Commissioners' premises and the roads of any Dock wharf or jetty shall be lighted, cleaned and watered by the Corporation of Calcutta. Very little advantage has been taken of this provision as regards lighting. As far as we have been able to ascertain the only payment made by the Corporation under this head is Rs. 285 a month for lighting one of the main roads through the Docks. They also maintain [illegible] lamps on the main road at the Jetties. Wharves and minor roads are lighted by the Commissioners. The expenditure shown in last year's accounts for lighting amounts to Rs. 56,155 for the Docks and Rs. 9,[illegible] for the Jetties. We recommend that application be made to the Corporation with a view to obtaining a contribution towards such part of this expenditure as can be shown to be covered by the provisions of section 68 of the Calcutta Port Act.

Schedule of Rates and charges.

165. We consider that it would simplify the work of all who have dealings with the Trust if the whole of the rates and fees charged for the various services rendered were to be collected together and published in one single schedule. These are now presented in a number of independent schedules and leaflets. Some simple system of classification should be adopted, and rates per package should be substituted for measurement rates wherever possible.

NO USEFUL COMPARISON CAN BE MADE BETWEEN CALCUTTA AND BOMBAY.

Different conditions of the two Ports.

166. We have considered whether any useful conclusions can be drawn from a comparison of the arrangements in force in Bombay, but we find that the conditions of the two ports are so different that the operations of the respective Port Trusts are not comparable except as to some of the details. Bombay possesses a fine natural harbour, with broad anchorages and channels, and having direct access from the sea. The Port of Calcutta is only a reach of the river, 120 miles from the sea, from which it is separated by a long

Port Approaches and Harbour.

stretch of intricate navigation complicated by strong currents, dangerous shoals, and shifting channels. These involve the maintenance of a strong staff of surveyors to vigilantly watch the navigable channels of the river, and of skilled Harbour Masters to manipulate vessels within the Port. The cost of this indispensable work forms a heavy, but unavoidable, charge on the shipping resorting to Calcutta to which there is no real counterpart in Bombay. We do not refer here to the cost of pilotage, though its heavy incidence is manifest, as it lies outside the scope of our enquiry. This consideration lends additional justification to the action of the Port Commissioners in relieving the shipping, for as long as they were able, from the burden of Port dues.

Large reclamations in Bombay.

167. Another material point of difference lies in the fact that the Bombay Trustees own valuable land estates, acquired by reclamation from the sea in connection with harbour

improvements, on which the principal warehouses and markets are situated, an[d] that they own practically the whole foreshore with the wharfage right[s].

Free foreshores in Calcutta

In Calcutta reclamations, except on a trifling scal[e], are impracticable, and the existence of a number [of] private wharves interferes with the freedom of the Trust In Bombay larg[e] provision has been made in the way of warehouses and sheds near the Dock[s] for the storage of commodities of all kinds and a substantial revenue is derive[d] from the extensive use of the Trust land for the storage of grain, timber, coal, etc In Calcutta, the Trust has provided warehouse accommodation fo[r] tea, for petroleum, to some extent for piece-goods besides storage accommodatio[n] for coal at Shalimar, and is now making provision for wheat and seeds Bu[t] with these exceptions, the warehousing business of Calcutta is in private hands and though we do not recommend any attempt to secure this for the Trust it is evident that the profits to be derived from it are not available as an asse[t] of revenue, as they are in Bombay The receipts from rent of land, sheds and warehouses in 1899-1900 were Rs 13,81,[illegible] in Bombay, against onl[y] Rs. 4 91,260 in Calcutta

The existence of private foreshore rights [illegible] and the facilities whic[h] vessels have for loading and unloading in the river, affect prejudicially the earnings of the Calcutta Trust It derives no revenue, other than th[e] special toll, from the large general trade which passes over the privat[e] wharves, or from what is landed or shipped in the stream In Bombay, [a] charge of two pies per ton per diem is made on lighters entering the Docks In Calcutta, a similar charge is equally equitable, but could not in practic[e] be imposed without the risk of diverting traffic from the Docks

These considerations [illegible] to our conclusion that a harbour due or some similar charge on goods is both necessary and equitable in order to ensure tha[t] all sections of trade using the Port should contribute towards its maintenance

CONSTITUTION AND PERSONNEL

168. The constitution of the Trust has been briefly described in paragrap[h] 7 of our Report The thirteen elected or appoin[ted] Commissioners hold office for two years, but may be re-elected or re-appointed at the expiration of that term The Vice Chairman is the chief executive officer of the Board and is responsible to the Commissioners for the efficiency of the management of the Trust The executive officers of the Trust subordinate to the Vice-Chairman, who at present holds also the office of Chief Engineer, are the Traffic Manager and the Deputy Conservator Under the Traffic Manager are the Departments concerned with the management of the Jetties, the Docks, the Inland Vessels Wharves, and the Railway The Deputy Conservator controls the staff of the Port Approaches, the Harbour Master's Department and the Workshops

Constitution of the Trust

Executive arrangements

169 The Commissioners form a consultative body with little or no direct responsibility We have considered whether a larger share in the general management should not devolve upon them. The question is a difficult one. Individual Commissioners have their own business concerns to occupy them, and the time that they can make available for the work of the Trust is limited The remuneration that they now receive in return for their services, viz, Rs 20 for each meeting of the Board and Rs 10 for each committee meeting, is trifling We consider it desirable that a sense of responsibility for the details of management should be encouraged amongst the members of the Board, and we agree that one way to arrive at this result is to make more substantial payment for the time devoted to the affairs of the Trust

Commissioners fees

170. The combination in the hands of one officer of the two posts of Vice-Chairman and Chief Engineer has formed the subject of much adverse criticism, and is one of the points specially referred to us. We have examined many witnesses on this point, amongst them the present occupant of the two posts, Mr J. H Apjohn The opinions we have received are unanimous in favour of dissociating the duties of the two offices in the future.

Posts of Vice Chairman and Chief Engineer.

Among the arguments used in support of this opinion are those of Mr. Ross who hold that it was an obviously unsound principle to lose outside control over a large spending Department by placing the controlling officer at its head, of Mr A. A. Apcar who wrote that the work connected with these offices has reached an extent that no single individual can efficiently conduct it, and of other witnesses who urged that special mercantile or shipping experience was essential to any officer holding the Vice-Chairman's post

Should be separated

Mr Apjohn's personal experience has led him to the conclusion that the strain of the work of both posts is too much for one man to bear. There exists therefore no difference of opinion on the main question, and we accept the general decision that the two posts should be separated.

Qualifications required for post of Vice Chairman

171 There remains the important question of the qualifications to be looked for in making selection of an officer to fill the post of Vice Chairman after Mr Apjohn's retirement. Commercial experience, knowledge of shipping business, experience in traffic management have each in turn been put before us as essential We have received some information as to the practice in other large Ports In Bombay, the Chairman who is the chief executive officer, is an Engineer, ordinarily selected from the Public Works Department In Manchester, the Chairman of the Ship Canal was a merchant In Glasgow, the newly created office of General Manager has been filled by a gentleman who is by training a solicitor, and who had for some years been Secretary of the Board. In Newcastle, the corresponding post is filled by a railway man, and in Liverpool by one with Port Trust experience only

Principal qualification is good business capacity

We lay no special stress on one form of previous training more than another We believe that what is chiefly required is the qualification that can only be expressed in the general term good business capacity. Indian experience, we hold, is a necessity, and some experience of traffic management whether on a Dock, a Railway or a large shipping business, may be of advantage, though not essential. But beyond what we have said above, we do not consider that the details of previous training are matters having much bearing on the subject

Should be styled General Manager

172 A minor suggestion which we desire to make is that the title of the post now held by the Vice Chairman should, when an opportunity occurs, be changed to General Manager This more correctly denotes his duties, and a further advantage is that if the change is made the chief executive officer will cease to have a vote or to be a member of the Board of Trustees

173 If the posts of Vice-Chairman and Chief Engineer are dissociated as we propose, it will be necessary to appoint a separate officer to the latter. The office will be an important and responsible one, and will require to be filled by a man who can be thoroughly relied on to maintain the large and costly works of the Trust in perfect order and to meet the demands for improvement which are constantly arising It will be true economy to attach a liberal salary to the appointment so as to secure the services of a thoroughly competent man

Meetings of Trustees should be open to the public

174 It has been suggested to us that the meetings of the Trustees should be open to the public We are aware that this proposal has been considered by the Trustees on former occasions and rejected But we nevertheless recommend that it may be adopted By far the greatest part of the business of the Board is such as may without injury to any interests be conducted in public, and the advantages of publicity in securing general confidence are manifest It would of course be open to them to hold any particular meeting *in camera* for special reasons

Control of Accounts

175 The control of the Accounts Branch is a matter that needs special attention We recommend that in any future appointment to the post of Secretary to the Trust, an officer with the qualifications of an Accountant should be selected The Secretary should be the Chief Accountant, and it should be part of his duties to lay before the Commissioners full information on all matters of accounts or finance. In

particular, it should be his duty to challenge all expenditure not covered by a specific budget grant or competent sanction, to report all probable excesses or savings on estimates, and, where necessary, to suggest specific reappropriations from one budget head to another

176. The general question of the establishments employed under the Commissioners has been touched on in its relation to each department

Establishments

The Sub-Committee has examined in detail the work performed by the staff of each department, and have presented a report (Appendix D, page 243), which sums up their conclusions We have considered this report carefully, and, with few exceptions, adopt the proposals they have made Speaking generally, we find that there is room for economy in establishment. Under the head "Control" our previous recommendation, that the Secretary should in future be Chief Accountant, will make it unnecessary to fill the post of Deputy Accountant at present sanctioned, but vacant We also agree that a Deputy Traffic Superintendent is not required These two reductions will relieve the establishment charges of Rs 14,400 a year, but the saving will be more than absorbed by the cost of a separate Chief Engineer

We have dealt with the supervising staff at the Jetties in paragraph 49 above. As regards the subordinate staff, the salaries paid to both shed officers and tallymen seem to us higher than are necessary to obtain suitable men, and should be revised as vacancies occur The shed officers at the Docks, on the other hand, are scarcely paid enough, and their salaries should be improved, the cost being met by a reduction in the number of tallymen which is excessive

Payments for overtime are at present excessive, night and overtime work should be discouraged, and this should be easy if the improvements which we recommend at the Jetties are carried out

At the Tea warehouse a reduction of Rs 5,160 can be made on the establishment estimated at Rs. 25,824, as pointed out by the Sub-Committee in paragraph 29 of their report

The major reductions that we recommend as possible at the Docks we have already dealt with in paragraph 146 above The supervising staff is undoubtedly considerably in excess of the present requirements of the Dock traffic. We recommend the adoption of each of the reductions noted by the Sub-Committee These give a total immediate saving of Rs 38,172, or slightly over 10 per cent on the total establishment employed at the Docks The reasons for the excessive establishment being maintained are to be traced to the scare following the block of traffic in 1898 Pressure was at that time put on the Commissioners to increase establishments, so as to obviate any recurrence of the block. The staff was then comparatively new to the work to be done, and the additions were probably necessary to restore confidence in the Docks Since that date the staff has been strengthened by the addition of a Dock Superintendent with experience of Railway traffic working, and the subordinate establishment has become familiar with the working of the traffic We think that the reductions we have proposed may be effected with no fear of impairing efficiency.

The total saving involved in our recommendations for reduction of establishment amounts to Rs. 60,732 per annum, not including any reduction that may be found possible in the Jetty establishments or in the staff of the 30-ton crane. It should be noted, however, that some of the posts whose abolition we recommend are actually vacant, and the saving in respect of them is merely as compared with the budget sanction, and not in actual expenditure. The propriety of abolishing appointments which are unnecessary and are not actually filled is manifest

COMPLAINTS

177 In dealing with the question of the possibility of improvement in the administration of the Trust, we have had to consider specific complaints that have been put before us by witnesses as evidence of inefficiency or want of foresight in the management of the Port.

Block of wheat and seeds in 1898

178. Prominent among these is the block in the wheat and seed traffic in 1898. This matter was examined and reported on by a Special Committee of the Trust shortly after its occurrence. The finding of that Committee was that "the block could not have been prevented by any possible system of traffic management, but it might have been mitigated if a larger and more thoroughly trained staff than that entertained at the Docks had been available." That the finding of this Committee has not met with the support of the trade is evident from Mr. Ross' evidence. He writes as follows (Appendix A, page 61):—

"The finding of that Sub-Committee I am prepared to contest In my opinion the first duty of a Traffic Manager is to know the capacity of his accommodation, the extent of the traffic he has to take over, the nature of that traffic, and the facilities at his disposal for handling it Had the Traffic management of the Port Trust known or made themselves aware of any of these things, they would never have consented to take over the whole of the Howrah traffic which, in the opinion of any one who knew anything about its volume, was sure, if diverted *en bloc* to this side, to result in the chaos which actually ensued It was quite open for the Port Trust, on finding that Howrah was closed for booking, to offer to take over such portion of the traffic as they could conveniently deal with, limiting receipts from the East Indian Railway to so many wagons per day and refusing to accept more The East Indian Railway is in the habit of doing this in its traffic with other railways In such a case it would have been left for the East Indian Railway to allow limited bookings only to Kidderpore What was called for at the time was relief, but what we actually got was confusion In trying to do too much the Port Trust Traffic management succeeded in utterly blocking everything"

We have also examined Mr. Appjohn on this matter, and his evidence will be found in Appendix B, page 108 (questions Nos 109-111) Our conclusion is that the block was due to the Trustees attempting to meet the convenience of the trade without properly estimating their capacity to do so. If the Committee of 1898 implied, as we assume they did, that once the traffic had been accepted, no system of traffic management *at the Docks* could have prevented the block, we agree with their conclusion, but going behind this we consider that a serious error of judgment occurred on the part of the management in accepting a heavy traffic for which they were not prepared and of whose magnitude they evidently had no idea

179. We have already referred, in paragraph 133 above, to the delay that has occurred in completing the arrangements for the wheat and seed trade which were sanctioned in 1898. The sheds are finished but the bridge across the boat canal is far from ready, and no additional wagons have been provided. No adequate explanation of this unfortunate delay is forthcoming, and we regard it as one of the least satisfactory incidents in the management of the Trust that has come before us.

Delays to boats in entering the Docks

180. Another matter on which numerous complaints have been made is the insufficient provision for admitting cargo boats into the Docks This we have referred to in paragraph 145 above. The delay in providing the separate entrance for boats which was sanctioned in May 1893, has been excessive, and indicates some want of energy on the part of the officers of the Trust

181. In connection with the entrance of boats into the Docks we desire to draw attention to the serious inconvenience that is caused to the public by the necessity for the frequent openings of the swing bridge between the Tidal basin and the Dock

Short supply of wagons

182. We have also touched already on a third matter which has been made a subject of complaint, viz, the insufficient supply of railway wagons and the unbusiness-like arrangements for supplying them. We recognize the difficulties under which the Railway Administration labours, but we have already in paragraph 90 recorded our opinion that the complaints are well founded, and have indicated the measures that should be adopted to remove them.

Purchase of salt barges

183. Other charges that have been brought against the Trust have less foundation For instance, the Trustees have been blamed for the purchase of salt barges in excess of the number subsequently proved to be required by the trade. It appears that in

1896 a Committee approved of accommodation being provided at the Docks for salt. It had originally been proposed to construct twelve golas and provide fifteen 100-ton lighters for this traffic The Committee reduced this to three golas and sixteen 66 ton lighters. Experience has proved that these 16 lighters which cost Rs 1 93,349 were more than was requisite, and 10 of them have recently been sold, the price realised was only Rs 5,000, showing a loss on their first cost of Rs 7,087 on each lighter It is obvious that the Commissioners took an exaggerated view of the requirements of the salt trade. Perhaps also sufficient care was not taken to adjust the tonnage of the lighters in one or other of the estimates It must, on the other hand, be remembered that the Commissioners were at the time most anxious to give every possible facility to encourage trade to move to the Docks, and that they were guided by members of the Trust who had personal experience of this branch of trade. Although subsequent events have proved their estimates to be oversanguine, resulting in considerable loss, we hesitate to attribute serious blame to them on this account

Labour contracts

184. The labour contracts of the Commissioners have been challenged in evidence as extravagant These we have discussed in our consideration of the charges at the Docks, and it seems unnecessary to deal further with the subject, beyond adding that with the growth of traffic some reduction in the existing contract rates is possible.

Dock Establishment.

185. The Dock establishment has been pointed to as showing want of economy on the part of the Commissioners. This establishment, as we have shown, is in our opinion at present excessive The Commissioners increased it on the recommendation of their special Committee which dealt with the block of 1898. Trade demanded improvements in the working of the Docks, and the only immediate way of reaching this result was an increase of staff That all parties are not unanimous even now in calling for a reduction is shown from the view of the Liners' Conference. Mr Cassels in his written statement says that the Conference is not in favour of a reduction of establishment at the Docks. We hold it, however, to be clear that reduction is now to be recommended, but we recognise that the reasons that led to the increase were of weight at a time when the smaller staff was wanting in the experience of the Dock working which they have since had opportunity of gaining

186. As an instance of want of foresight, the financial forecast prepared by the Vice-Chairman in 1890 has been quoted. This forecast was prepared before the Docks were opened, and has been falsified by events No accurate data existed at that time on which reliable anticipations could be based The opposition with which the development of the Docks had subsequently to contend was not fully realised, and in these circumstances we do not hold that any great stress need be laid on the fact that this forecast differs widely from working results.

187. Increasing expenditure in the Harbour Master's and other Departments is mentioned as evidence of extravagant management. We have discussed these points when dealing with the working of the Departments, and do not consider that any general charge of extravagance can be maintained We are, however, of opinion that the expenditure on Repairs is excessive, and is not subject to sufficiently close supervision

SUMMARY OF RECOMMENDATIONS.

188. The following is a summary of the recommendations made in our Report.

I.—Matters of General Finance—

(1) For financial purposes the operations of the Trust should be treated as a whole, and it is not necessary that each Department should be financially independent and self-supporting. (See paragraph 18)

(2) The balance of the consolidated Government loan should be paid off by the issue of debentures of a corresponding amount. (See paragraph 28.)

(3) The Commissioners should address Government with a view to obtaining an extension of the period for repayment of the Dock loan (See paragraph 29.)
(4) Section 24 (1) of the Calcutta Port Act should be amended so that it may not be compulsory to liquidate future debenture loans within thirty years. (See paragraph 30.)
(5) Arrangements should be made to obtain interest on current Bank balances (See paragraph 31.)
(6) Authority should be obtained to invest surplus funds when not required for immediate expenditure. (See paragraph 32.)
(7) The Special Toll now annually imposed should be converted into a permanent source of revenue under the name of River Dues Coal should no longer be exempt from payment under this head. (See paragraphs 35 and 38.)

II.—Accounts—

(1) A revised system of accounts should be adopted (See paragraph 20.)
(2) A complete system of test audit should be introduced. (See paragraph 22.)
(3) The numerous insurance and depreciation funds should be amalgamated into one general fund (See paragraph 21.)

III.—The Jetties, Tea Warehouse and Petroleum Wharf—

(1) The storage accommodation should be largely increased by the erection of sheds of two or three storeys in place of the existing single storeyed ones. (See paragraph 46.)
(2) The railway lines passing through the Jetty compound should be rearranged so as to give two clear lines for through traffic they should be equipped with hydraulic capstans and turn-tables to facilitate the movement of wagons. (See paragraph 47.)
(3) When increased shed accommodation is provided, cranes of a more modern type than those in use should be provided. (See paragraph 49.)
(4) Two additional jetties should be provided for the use of the coasting trade (See paragraph 51.)
(5) The charges for services to ships at the jetties should be recast—(*a*) Mooring hire should be discontinued, (*b*) the jetty hire should be on a tonnage scale, and (*c*) the hire of cranes should be separately charged for (See paragraph 50.)
(6) The rates on goods should be revised and assimilated to the Bombay rates, and fixed rates should be substituted for measurement rates wherever possible (See paragraph 54.)
(7) Departmental labour should be employed for night work as well as day-work (See paragraph 53.)
(8) Arrangements should be made with the Custom House authorities to extend the hours of working. (See paragraph 54.)
(9) The Jetty Superintendent should have his office at the jetties and devote his attention exclusively to jetty work. (See paragraph 52.)
(10) The accounts should be kept in such detail that comparison of the cost of departmental and contract labour will be possible. (See paragraph 53.)
(11) The rates for the use of the 30-ton crane should be reduced as soon as the financial position admits of this being done. (See paragraph 54.)
(12) Teas for direct shipment should not be stored in the Tea Warehouse. (See paragraph 57.)
(13) The Tea Warehouse doors should be fitted with wire-netting to prevent thefts. (See paragraph 58.)

(14) The supervising staff in the Tea Warehouse should be reduced. (See paragraph 60.)

IV.—Inland Vessels' Wharves—

(1) Shed accommodation for cargo should be provided. (See paragraph 63.)
(2) An improved system of check on collections should be introduced. (See paragraph 65.)

V.—Strand Bank lands—

(1) A survey and reassessment should be taken in hand. (See paragraph 69.)
(2) Rents and charges on the Howrah lands should be enhanced. (See paragraph 70.)
(3) The check in the head office on outstandings should be improved. (See paragraph 71.)

VI.—Harbour Master's Department—

(1) The scale of mooring hire should be revised. (See paragraph 76.)
(2) Mooring hire paid by vessels in the Docks, should be credited to the latter Department. (See paragraph 74).
(3) The Commissioners should address Government regarding the payment of a larger proportion of the police charges from Provincial Revenues. (See paragraph 82.)

VII.—Railway—

(1) The Port Trust Railway, including the Dock Junction and Shalimar branch, should continue under the management of the Trust. (See paragraphs 92, 94 and 99.)
(2) The charges for terminal services at Shalimar should be raised. (See paragraph 95.)
(3) The lines should be improved to fit them for the volume of traffic that should pass over them. (See paragraph 86.)
(4) The accounts of all railway expenditure should be treated separately. (See paragraph 99.)
(5) All arrangements for working should be placed under one Superintendent, with a view to the best use of the stock, the prompt supply of wagons in order of application, and economy in working expenses. (See paragraph 90.)
(6) Endeavour should be made to secure all the jute fabric shipments made by mills, and to use the Eastern Bengal State Railway as an alternative route when there is congestion. (See paragraphs 87-88.)

VIII.—Port Approaches—

(1) Port dues should not be increased. (See paragraph 104.)
(2) The incidence of Port dues on the coasting trade and on inland vessels' traffic should remain as at present fixed. (See paragraphs 102-103.)

IX.—Docks—

(1) No large Capital expenditure should be incurred at present, as the capacity is sufficient for all probable requirements and capable of gradual extension. (See paragraph 116.)
(2) There is no present need for an additional Dock for coal either at Kidderpore or elsewhere. (See paragraph 131.)
(3) A reduction of the cost of shipping should be obtained by—
   (a) The introduction of mechanical loading of coal. (See paragraph 132.)

(b) Arrangements with contractors for a share of profits by means of rebates (See paragraph 132.)
(c) Not insisting on the stacking of cargo when ample shed space is available. (See paragraph 144.)
(d) Shipping direct from quay face when practicable. (See paragraph 144.)
(e) The use of cranes and tip buckets for loading coal at the berth in the tidal basin (See paragraph 132.)

(4) The Eastern Bengal State Railway should be urged to grant more favourable terms for carriage of goods from the mills to the Docks, and to provide additional railway facilities. (See paragraph 137.)
(5) Shipping rates on gunnies and jute should be enhanced. (See paragraph 139)
(6) The shipping of bunker coal from the Dock quays should be encouraged (See paragraph 132)
(7) The supervising staff should be largely reduced. (See paragraph 146)

X.—Workshops and Stores—

(1) The system of contract or piece work should be substituted for daily labour wherever possible (See paragraph 149.)
(2) The accounts work of the shops should be simplified and transferred to the head office. (See paragraph 150).
(3) Except in cases of real urgency repair work should not be put in hand before an estimate is sanctioned (See paragraph 151)
(4) Expert opinion should be obtained on the working of the shops and the necessity for the present staff employed on the machinery of the Trust. (See paragraph 153)
(5) The stores account should be simplified as suggested (See paragraph 151)
(6) Tenders for the annual supply of stores should be invited (See paragraph 154.)
(7) The control of both Workshops and Stores should be placed in the hands of the Engineering Department. (See paragraph 155.)

XI.—Miscellaneous—

(1) A larger contribution should be obtained from the Municipality for lighting and watering the Commissioners' premises. (See paragraph 164)
(2) Government should be asked to increase the payment for the collection of fees and dues (See paragraph 163.)
(3) All rates and charges should be collected and published in a single schedule (See paragraph 165)
(4) Hospital Port dues should be reduced. (See paragraph 160.)

XII.—Constitution and Personnel—

(1) A more substantial payment should be made for the attendance of Commissioners at Port Trust meetings. (See paragraph 169.)
(2) The posts of Vice Chairman and Chief Engineer should not in future be held by the same officer. (See paragraph 170.)
(3) The title of the post held by the Vice-Chairman should be changed to that of General Manager. (See paragraph 172.)
(4) A thoroughly competent Chief Engineer should be obtained. (See paragraph 173)
(5) Meetings of Commissioners should be open to the public. (See paragraph 174)

(6) In future appointments, the Secretary to the Board should be also Chief Accountant (See paragraph 175.)
(7) Reduction in establishment as detailed should be made. (See paragraph 176)

189 A variety of minor recommendations have been made in the Sub Committee's report, which we summarise as follows —

I.—Jetties—

(1) The export receiving shed might be removed to a site on the Strand Bank lands to the north of the jetty enclosure (paragraph 9, Sub-Committee's report).
(2) The question of storing goods at a rent per bale or package should be considered (see paragraph 9, Sub-Committee's report)
(3) Endeavour should be made to secure the traffic now going overside to Howrah (paragraph 16, Sub Committee's report)
(4) Endeavour should be made to secure landing contracts for all railway material (paragraph 17, Sub Committee's report)
(5) An improved system of test audit should be introduced (paragraph 24, Sub-Committee's report)
(6) The labour employed in the tea warehouse should be departmental labour (paragraph 29, Sub-Committee's report)

II —Harbour Master's Department—

(1) Consideration should be given to the alternative method of fire-prevention suggested (paragraph 51, Sub-Committee's report)

III.—Railway—

(1) The possibility of alteration in the present methods of dealing with the Eastern Bengal Railway traffic at Cossipore should be considered (paragraphs 61 and 62, Sub-Committee's report)
(2) Cheaper stock such as would be suitable for Port Trust work might be obtained from stock discarded by main lines (see paragraph 68, Sub-Committee's report).

IV.—Docks—

(1) Night-work should, as far as possible, be avoided (paragraph 83, Sub-Committee's report).
(2) The allocation of berths in the Docks should be placed under the control of the Dock Superintendent (paragraph 78, Sub-Committee's report)
(3) The Customs chalan should, if possible, be used for testing collection of Dock dues (paragraph 80, Sub-Committee's report)
(4) Government should be asked to pay a part share in the cost of admitting vessels to their graving Dock (paragraph 99, Sub-Committee's report).
(5) Hydraulic turn-tables and traversers should be provided for shifting railway stock without the aid of locomotives (paragraph 86, Sub-Committee's report)
(6) Government should be addressed on the subject of the inadequate payment now made for services to troops (paragraph 102, Sub-Committee's report).

FINANCIAL RESULTS

190. The financial results of our recommendations cannot be stated in a complete form, as the effect of many of our most important proposals cannot be

expressed in money. We have, however, suggested several means of improving the revenues on which a more or less definite value can be placed. These are—

		Rs
1	Savings on present charges—	
	(a) Repayment of the balance of the consolidated Government loan by the issue of a debenture loan (see paragraph 28)— Saving ...	1,69,140
	(b) A readjustment of the shares of police charges between the Commissioners and Government (see paragraph 82) .	20,000
	(c) Reduction in the establishment charges (see paragraph 176)	60,732
	Total Savings ..	2,49,872
2	Increase of rates and charges—	Rs.
	(a) Revision of scale of mooring hire (see paragraph 76)	25,000
	(b) Revision of rates for terminal services for railways (see paragraphs 93 and 95)	1,00,000
	(c) Imposition of special toll at 1 anna per ton on coal (see paragraph 88) ...	1,00,000
	Total Increase of Charges	2,25,000
3	Rents and Miscellaneous—	
	(a) Reassessment of Strand bank lands (see paragraph 69), increase may be estimated at 25 per cent, say	42,500
	(b) Interest on current fund balances (see paragraph 31) estimated at 2 per cent on Rs 7,00,000	14,000
	(c) Additional contribution from the Corporation for watering, lighting, etc. (see paragraph 164), say	10,000
	Total Rents and Miscellaneous	66,500
	Total Net Improvement ..	5,41,372

In addition to the above, we have recommended economies in the present cost of repairs, working expenses and handling charges. These will result in increasing the above figure, but their exact effect cannot be accurately stated.

On the other hand, we have proposed additional expenditure on the improvement of facilities both at the Jetties and on the Railway and in the provision of mechanical appliances at the Docks. This expenditure will be spread over a series of years, and in each case, it is believed, will be at once remunerative by either adding to the traffic or reducing the cost of handling.

GENERAL CONCLUSIONS

191 The Sub-Committee, in paragraphs 5 of their report, wrote as follows —

"In the course of our enquiries we have found that almost every question bearing on the finances of the Trust and on the provision of further facilities for dealing with the business of the port and its future expansion have at one time or other received the consideration of the Commissioners, and there are detailed reports on the records showing how the various needs of the trade and shipping may be provided, and the Port Commissioners have not been unmindful of the duty which lies on them of improving facilities and of providing in advance for the expansion of trade. These records have been of the greatest assistance to us in prosecuting our enquiries"

In paragraph 13 they recorded the following opinion —

"In concluding our remarks, we wish to record that although our enquiries have brought to light certain defects, these defects are not of so serious a character as to support any general belief that there is gross mismanagement, and that the various departments are administered with a disregard to public interests. On the contrary, we have everywhere found a disposition on the part of the executive staff to meet the wishes of the trade as far as was possible with the means at their disposal. It is undoubted, however, that the merchants have grounds of complaint in the absence of certain facilities, and that on some points, the organisation requires to be improved."

We unanimously endorse these views. It was, perhaps, inevitable that, in recording the results of an enquiry such as that which was entrusted to us, prominence should be given to those points in which the administration of the Trust appears to us to be defective, and to the suggestions for improvement which we consider should be made. But we by no means wish to leave the impression that the management of the Trust, as a whole, calls for condemnation. It is probable that if a close investigation were to be made into the working of other large commercial or public undertakings in this country or elsewhere, there are very few which would emerge scatheless in every point of detail. That the Port Commissioners have sometimes made mistakes in the past they would themselves doubtless freely admit They have sometimes failed to accurately forecast the course of trade There has been some tendency to extravagance in respect of establishments, repairs and contingent charges There has occasionally been delay in providing the full facilities required for particular branches of trade. They have not always employed their resources to the best possible advantage To these defects we have adverted in the course of our report, adding such suggestions for improvement as recommend themselves to us

But, neither individually nor collectively, are they of sufficient weight or importance to form the basis of any general charges of either inefficiency or disregard of economy. On the contrary, it is our unanimous opinion that, as a whole, the work of the Trust has been well done, and that, to use the words of our Sub-Committee, the Trustees "have not been unmindful of the duty which lies on them of improving facilities and of providing in advance for the expansion of traffic."

E. N. BAKER.
G H SUTHERLAND.
ALLAN ARTHUR.
P. PLAYFAIR
F. G DUMAYNE.
A. MUIRHEAD.
J LIGHTFOOT.

March 15th 1901.

WEATHER AND CROP REPORT.

For the week ending the 25th March 1901

Burdwan.—No rain Weather hot Pressing of sugarcane continues Harvesting of *rabi* crops has commenced in places. Fodder and water sufficient. Common rice sells as follows —

	Srs	
Sadar	12	per rupee.
Kalna	$10\frac{5}{16}$	
Katwa	$12\frac{5}{8}$	
Raniganj	12	

Birbhum.—No rain Weather hot Pressing of sugarcane and harvesting of *rabi* crops continue Price of rice at Sadar and at Rampur Hât 12¾ seers per rupee Fodder sufficient

Bankura.—Rainfall at Bankura 12 Weather occasionally cloudy and getting hot Pressing of sugarcane and harvesting of *rabi* continue Fodder dear. Water sufficient Price of common rice 12½ seers per rupee at Bankura and Vishnupur

Midnapore.—Rainfall at Sadar 0 25, Contai 0 13 *Rabi* being harvested, sugarcane pressed. Common rice sells as follows —

	Srs.	
Sadar	13	per rupee
Contai	13	
Tamluk	11	
Ghatal	12½	

Hooghly.—No rain Pressing of sugarcane continues Prospects of standing crops good Common rice sells at 10 seers 14 chitaks per rupee. Fodder and water sufficient

Howrah.—No rain Weather hot. Fodder and water sufficient Common rice sells at 10 seers per rupee

24-Parganas.—No rain Weather seasonable Transplantation of *boro* in Barasat subdivision is in progress No cattle-disease Fodder and water sufficient Common rice sells as follows —

	Srs	
Sadar	10	per rupee
Barasat	10	
Basirhat . . .	10	
Diamond Harbour	10½	

Nadia.—No rain Weather seasonable Lands being cultivated for *aus*, but rain is urgently needed Fodder and water sufficient except in Chuadanga Price of common rice stationary

Murshidabad.—No rain Weather seasonable *Rabi* crops are being harvested Cattle-disease reported from Gowas and Azimganj of Sadar and from thanas Asanpur and Nabagram of Lalbagh subdivisions Fodder and water sufficient. Common rice sells as follows —

	Srs	
Sadar . .	13	per rupee.
Jangipur	Report not received	
Kandi	14	
Lalbagh	12½	

Jessore.—No report received from Narail No rain Weather seasonable Prospects of the crops good Barley and gram being harvested Sugarcane being planted Fodder and water sufficient Common rice sells as follows —

	Srs	
Sadar	11	per rupee.
Jhenida	10¾	
Magura	10½	
Narail	Report not received	
Bangaon	$12\frac{5}{16}$	

Khulna.—Rainfall nil Weather getting hot. Lands are being prepared for early rice crop. Prospect of *boro* fair. Fodder and water sufficient. Common rice sells as follows .—

	Srs	
Sadar	11¾	per rupee.
Bagerhat	9¾	
Satkhira	9½	

Rajshahi.—Report not received.

Dinajpur.—Rainfall at Balurghat ·01. Weather hot. No cattle-disease Fodder and water plentiful. Rice 15 seers per rupee in Dinajpur town. Cultivation of *bhadoi* and jute commencing.

Jalpaiguri.—Rainfall nil Weather seasonable. Harvesting of tobacco continues Fields for *bhadoi* and jute are being prepared Common rice sells at 11¼ seers a rupee Fodder and water sufficient.

Darjeeling—Rainfall at Darjeeling 77, Kurseong 44, Siliguri 10, Kalimpong nil Weather seasonable. *Hills*—*tori*, *phapor*, wheat, barley, potatoes progressing favourably *Terai*—harvesting of tobacco and sugarcane proceeding Common rice sells as follows —

	Srs	
Hills	9	per rupee
Terai	13	

Bhutta sells at Darjeeling 18 seers and at Kalimpong 20 seers per rupee

Rangpur.—Rainfall nil Weather seasonable Sowings of *aus* and jute going on Fodder and water sufficient. Common rice sells as follows —

	Srs	
Sadar	11	per rupee
Gaibanda	11	
Kurigram	10	
Nilphamari	18	

Bogra —Average rainfall 0 07, ploughing for *aus* and jute continuing Rain wanted Fodder and water sufficient Common rice sells at 13 seers per rupee

Pabna.—Rainfall nil Weather seasonable Prospects of crops good Sowing has commenced at places Prices unchanged Fodder and water sufficient

Dacca.—Rainfall nil Prospects of crops fair Rain wanted Fodder available No cattle-disease Common rice 10½ seers per rupee

Mymensingh—Rainfall at Sadar 0 97, Kishoreganj 0 24, Tangail 0 11 Weather getting hot Recent rain has done good to *boro* and helped the preparation of the field for *aus* and jute Common rice sells as follows .—

	Srs.	
Sadar	9	per rupee.
Jamalpur	10	
Kishoreganj	9½	
Tangail ...	10½	
Netrakona	8¼⅛	

Faridpur.—No rain Weather getting warm State and prospects of crops good Rain wanted Common rice sells at 11½ seers a rupee.

Backergunge—Rainfall at Sadar 0 72 Weather seasonable Prospects of crops good Fodder and water sufficient No cattle-disease reported Common rice (*aman*, sells at 11 seers per rupee

Tippera.—Rainfall at Comilla 35, Brahmanbaria 70 Days hot, nights cool More rain wanted for paddy cultivation. Fodder available Water scarcity apprehended in Brahmanbaria Cattle disease continues at Nabinagar thana Common rice sells at 10½ seers per rupee

Noakhali.—Rainfall at Sadar 03, Feni nil Rain wanted Prospects of standing crops fair Cattle-disease reported from Lakhmipur Fodder and water sufficient Price of common rice at Sadar 11 seers and at Feni 12 seers per rupee

Chittagong.—Rainfall at Sadar 0 20, Cox's Bazar 0 07 More rain wanted Water and fodder becoming scarce Cattle-disease reported from several places Common rice sells at 12½ seers.

I.—Table showing the Monthly and Annual Rainfall at 360 Rainfall-recording Stations in Bengal for 1900

Meteorological division	Division	District	Station	January	February	March	April	May	June	July	August	September	October	November	December	Total
South-West Bengal	Burdwan	Burdwan	Kalna	—	4 41	0·38	4 08	7 50	8 00	8 21	12 12	18·55	0·38	—	0·21	64·08
			Burdwan	0 08	2·79	0·20	3 44	6 03	8 04	7 70	8·79	17 55	0·15	—	0·20	55·96
			Katwa	0 28	2·09	—	2 42	6 17	9 56	10 84	10·94	19 17	0·75	—	—	61·73
			Raniganj	0·50	0·06	—	1 00	4 67	4 47	6 04	9·71	18 49	0·79	—	0 10	46·86
			Mankur	—	0·20	0 15	4 63	6 15	8 32	3 33	11 71	23·04	0 69	—	—	[illegible]
		Birbhum	Suri	0 55	0·38	—	2 08	5 08	6 04	9 58	10·27	19 15	1 17	—	—	54·30
			Hetampur	0 40	1 46	—	1 77	3 87	5·05	10 15	8 50	24 19	0 71	—	0·02	57·11
			Rampur Hat	0 93	1 74	—	0 78	2 50	7 56	11 08	9 16	18 81	1 14	—	—	54·30
			Bolpur	0 44	0 76	—	2 68	6 67	7 08	6 59	7 83	19 75	0·35	—	—	52 15
			Murari	1 16	0·54	—	0 97	4·67	17 28	23 38	7 11	17·86	1 52	—	—	75 56
			Labpur	0 31	0·95	—	1 78	4 83	7 06	11 53	6 85	21·02	0·71	—	—	55·04
		Bankura	Bankura	0 16	1 29	0 04	4 72	5 65	5 67	5 01	10 72	18 63	0·25	—	0 17	52 31
			Vishnupur	0 10	3 41	1 20	81	4·96	7 79	5 39	11 14	18 47	0·76	—	0·46	55 52
			Maliara	0 42	0·19	—	4 01	4 06	4 44	2 86	9 14	14 39	1 24	—	0 22	40·30
			Khatra	0 22	0·86	0 58	1 29	3 42	4 16	5 00	7 70	24 14	1 30	—	0 17	49 45
			Indas	0 10	2 13	0·05	3 00	4 39	8 79	7 41	6 96	19 59	0 71	—	—	53 12
			Kotalpur	—	2·65	0·48	6 19	2 51	6 81	9 08	7·15	11 73	1 17	—	0·20	48 67
			Onda	0·27	3 80	0·25	1 89	5 83	5 55	3 38	8 40	19 13	0 60	—	0·22	46·97
			Gangajalghati	0 47	0·15	—	1 11	2 55	5 07	5 44	11 60	11·27	0 89	—	0·19	43·14
			Raipur	0 04	1·31	2·09	3 55	6 42	3 60	6 46	8 12	23 58	0·36	—	—	55 41
			Sonamukhi	0 60	0 73	—	1 09	4 19	8 14	5 39	8 71	17 91	1 58	—	—	53 07
		Midnapore	Contai	0 02	0·14	0 39	1 72	7 44	11 44	10 29	17 92	26 30	3 50	—	1·22	80 33
			Tamluk	—	1 87	0 40	2 67	9 80	8 62	9 47	11 14	25 63	2 19	—	0·04	63 11
			Midnapore	0 05	0 32	1 82	1 92	5·08	6 32	15 62	11 74	22 28	1 74	—	0·61	71 10
			Ghatal	0·04	1 51	1 50	1 16	7 04	6·60	6 27	11·36	18 08	0 55	—	0 15	57·22
			Kukrahaty	—	0·20	0 13	1 83	7 35	6·22	7 11	12 41	36 40	3 24	—	—	74 98
			Garhbeta	0 20	2·63	0 45	3 47	2 71	5 79	13·01	12 7	15 08	0 30	—	0·38	57 36
			Panskura	—	1 30	0 65	2 57	6 94	6 96	2 60	18 45	21 28	1 54	—	0·31	62 50
			Dantan	—	0 21	0 11	3 53	7 89	6 18	5 69	19 29	17 79	3 90	—	—	64 39
		Hooghly	Serampore	—	1·06	0 74	3 87	3 74	9 80	10 10	19 71	46 46	1 72	—	0·25	97 05
			Hooghly	0 08	0 55	0 47	3 00	4 43	9 61	4 67	16 14	31·97	0 46	—	0·46	71 87
			Jahanabad	0 10	0·77	0 00	2 78	6 11	6 45	5 60	6 07	15 18	0·09	—	0 31	48 55
		Howrah	Howrah	—	0 80	0 17	[illegible]	8 55	9 41	6 74	16 28	42 15	0 90	—	0 11	88 22
			Mohesrekha	0 03	0 84	0 76	2 92	4 00	10 47	8 18	13 91	27 88	5 33	—	0 45	69·97
			Ulubaria	—	0 68	0 40	[illegible]	3 67	8 18	8 01	11 30	27 93	3 77	—	0·20	67 45
	Presidency	24-Parganas	Saugor Island	—	0 42	0 40	1 73	4 77	14 54	16 30	15 74	28 87	6 35	0 03	0 07	89 61
			Diamond Harbour	—	0 36	0 02	2 34	6 78	11 81	16 05	10 98	44 26	4 27	—	—	90 81
			Budge Budge	—	0·73	0 12	3 07	5 48	7 57	9·30	15·83	33 92†	0 75	0·11	0 21	80 59
			Canning Town	—	0 72	0·03	1 1	6 75	10 20	16 50	11 71	27 07	1 96	0 57	—	77 37
			Alipore (*Observatory*)	—	0 75	0 12	[illegible]	4 17	10 15	8 68	16 28	45 55	0 82	—	0·05	80 92
			Barrackpore	—	1 15	0 48	4 19	4 29	9 47	9 86	17 88	40 56	3 21	—	0·26	90 35
			Dum Dum	0 33	2 23	0 24	3 32	6 66	11 41	9 34	16 99	41 77	1 76	—	—	98 40
			Barasat	0 06	2 28	0 56	1 61	3 69	6·98	6 11	32 00	45 54	5 12	—	—	108 98
			Basirhat	—	1 12	0 46	1 08	8 07	13 16	11 [illegible]	16 08	36·91	1 48	—	—	94 66
		Nadia	Ranaghat	—	5·99	0 86	3 32	8 05	6 83	6 39	9 77	26 68	0 05	—	0·08	67·95
			Krishnagar	0 02	1 27	0 25	3 51	4 67	4 96	8 17	9 70	29 32	0 70	—	0 61	68 09
			Chuadanga	0 07	2 67	—	1 46	4 26	10 29	6 18	8 36	16 54	0 51	—	—	53 27
			Meherpur	0 27	1 80	0 18	6 2	7 33	11 12	9 17	4 51	18 13	2 46	—	—	61 29
			Kushtia	0 14	1 38	—	[illegible]	6 53	10 93	9·03	7 01	19 50	1 28	—	—	58 44
		Murshidabad	Kandi	0 27	0·79	0 05	1 17	2 49	7 95	13 46	9 65	20 67	1·86	—	—	58 96
			Berhampore	0·95	1 40	0 52	1 17	1 87	6 84	16 81	9 62	21·96	0 40	—	—	62·23
			Lalbag	0 02	0 58	—	2 [illegible]	1 45	5 60	15 96	11 88	17 07	0 40	—	—	56·34
			Azimganj	0 68	0·33	—	1	1·98	10 52	13 59	9 85	13 74	1 02	—	—	53·92
			Jangipur	0 93	0 59	0 02	[illegible]	3 73	9 70	14 31	5 38	12 40	1 19	—	—	49·09
			Jalgola	1 20	2 10	—	3 10	1 70	8 70	10 45	6 20	18 60	2 80	—	—	55·25
			Akhriganj	0 74		—	1 08	1 79	11 06	11 44	4 26	12·60	0·01	—	—	48 38†
			Gatkaburi	0 30	0 90	—	1 10	0 80	7 10	5 10	8 50	16 50	—	—	—	35·90
			Dumkal	0 55	1 09	0 50	—	2 7	13 93	11 57	6 00	12 76	0 13	—	—	55 17
		Jessore	Narail	0 02	3 55	0 70	[illegible]	7 43	9 08	10 42	13·96	24 07	3 25	—	—	75·95
			Jessore	—	6 98	1 40	1 31	7 18	15 60	10 17	9 60	22 06	5 96	0 02	0 14	80 11
			Jhenidah	0 02	1 59	0 11	75	4 63	13 68	13 75	5 98	20 90	2 37	—	—	67·07
			Magura	—	2 43	0 15	1 5	7 18	8 19	14 17	9 10	11 31	1 01	—	—	66 08
			Bangaon	0 05	4·24	0 20	1 0	5 01	9 79	9 62	8 95	37 51	3 74	—	—	81 16
		Khulna	Satkhira	—	1 69	—	1 0	7 41	12 28	12 07	10 31	37 19	4 29	—	—	86 54
			Bagerhat	—	2 88	0 82	[illegible]	8 70	14 66	19 43	10 01	35 86	2 25	0 16	—	96 69
			Khulna	—	3 05	0 17	[illegible]	7 32	13 [illegible]	13 59	10·26	20 64	1 45	—	—	71 57
			Kaliganj	—	3 61	—	1	4 98	11·75	17 70	20 80	51 90	5 44	—	—	118 25
			Nakipur	—	1 71	—	1 03	7 [illegible]	13 11	10 61	14 00	30·73	3·83	0 19	—	96 52
			Dumuria	—	3·53	0·17	1 41	4 98	13 [illegible]	10 53	9 45	29 92	0·80	—	—	73·46
			Rampal	—	1 66	0·45	[illegible]	5 15	13 44	10 10	7 96	29 68	1 86	0 05	—	82·04
			Kaluroa	—	3 30	0 66	[illegible]	5 70	9 45	11 80	10 78	34 48	2 11	—	0 04	79 19
			Paikgacha	—	2 21	0 54	[illegible]	9 12	10 40	12 [illegible]	21 59	37 54	7 56	0 28	—	104·76
			Mollahat	—	1 77	—	1 41	6 44	12 60	13 74	22 94	32 61	0 9[illegible]	—	—	98 48
			Morrelganj	—	1 55	0·02	[illegible]	4 48	13 47	17 08	10 70	33 74	2·23	0 44	—	89·65
			Tala	[illegible]	2·24	0 60	1 00	8 37	14·91	15 19	13 13	30 07	3 14	—	—	90·05
North Bengal	Rajshahi	Rajshahi	Boalia	0 82	1 00	0 10	1 97	2 58	9 54	13 35	9 98	14 50	2 60	—	—	55 44
			Nator	0 54	0 34	2 13	[illegible]	4 08	11 73	16 39	8 17	12 18	0·85	—	—	58 25
			Naogaon	0 94	1 39	—	[illegible]	1 79	15 77	15 14	6 55	7·21	0 92	—	—	49·61
			Lalpur	0 34	0 75	0 10	6	3 96	9·28	9 7	11 27	15 06	0 55	—	—	51 74
			Manda	1 11	1·10	0 15	[illegible]	3 36	12 30	7 10	3 92	5 76	2 02	—	—	38·05
			Mahadebpur	0 75	0·53	0·27	[illegible]	2 45	12 71	16 31	5 20	7 43	0·81	—	—	48 00
		Dinajpur	*Nathpur*	1 13	0 41	—	[illegible]	3·41	15 68	11 10	3 72	13 80	0 28	—	—	51 18
			Nawabganj	0 63	0 93	—	[illegible]	4 05	24·71	22 89	4 02	13·73	2·00	—	—	74 48
			Gangarampur	0 65	0 87	—	1 7	5 53	16 03	14 90	9 64	18 70	2 95	—	—	65·23
			Churaman	0 75	2·28	—	1 53	6 51	13 83	15 96	7 01	16 86	0 61	—	—	65 57
			Raiganj	0 35	0·24	0 05	[illegible]	0 25	24 37	27 51	6 94	11·33	2 86	—	—	78·90
			Dinajpur	0 16	1·83	0 12	0 2	8 4	24 22	20 76	14 54	15 18	0·54	—	0·18	86·02
			Balughat	0·90	0 57	—	1 86	3 11	13 64	11 75	6 03	5 04	1 28	—	—	48·15
			Thakurgaon	0·01	0·46	0 24		5 1	20 51	20 51	5 57	16·70	1 37	—	—	71·17
			Setabganj	0 06	1 39	0 22	0 1	7 16	23 56	11 57	7 80	14 85	2 20	—	—	71 96
			Ramganj	0 04	1 74	0 43	—	9 45	23 01	14 23	6 61	17 26	1·45	—	—	74·36
		Jalpaiguri	Jalpaiguri	0·02	0·67	0 75	1 34	17 49	29 18	33 61	12·37	16 36	0·80	—	—	109·32
			Alipur Duar	—	0 46	2 47	1	11 65	32 35	34 94	11·02	10 10	0 46	—	—	101·55
			Fallacotta	—	0·05	0 43	1 0	8 73	14 70	24 88	9 07	7 66	1·22	—	—	70·04
			Dohiganj		2 25	0 65	0 8	6 30	14 35	17 70	5 07	10 20	2 28	—	—	60·61
			Bhanatpur (Nagrakatta)	0 16	—	1 55	53	8 77	17 95	41 63	22 01	8 00	2 14	—	0 30	108·33
			Kalchini	0 03	0 88	1 60	4 5	2 08	15 80	36 07	16 03	8 82	0·64	—	0·90	[illegible]
		Darjeeling	Buxa	0 16	0 9	1 89	[illegible]	10 90	23 53	58 58	23 30	7 62	3 41	—	3·00	146·32
			Siliguri	0 24	0 22	0 37	3 8	3 70	18 64	33 54	13 17	29 22	1·17	—	0·04	101 19
			Darjeeling	0 90	0·44	1 91	3 40	4 93	30 10	35 79	18 18	15·09	0·34	—	0·84	108 42
			Kalimpong	0 82	—	1·80	1 00	5 61	20 12	23 14	16 08	8·19	0·17	—	0 15	75·07
			Mungpoo	0 85	0·35	3 04	1 40	4 82	34 00	31 99	23 60	18·70	0 17	—	0 23	120·28
			Kurseong	0 50	0·38	1 39	0 80	7 09	4 17	45 24	32 92	18 80	0 90	—	0 04	[illegible]
			Pelong	0 80	0 27	3 26	3 6	0 51	19 23	20·83	10·65	9·67	0·38	—	0·27	56·70
		Tibet	*Yatung*	2 63	0·84	2·05	4 [illegible]	3 78	11 30	13 44	9 12	4·26	0·72	—	0·37	[illegible]

Meteorological division.	Division.	District.	Station.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
North Bengal—concld.	Rajshahi—concld.	Cooch Behar	Dinhatta	—	0.20	1.50	1.21	15.90	21.20	20.52	5.73	11.47	2.82	—	—	94.73
			Cooch Behar	—	0.15	2.50	5.25	15.28	19.81	27.36	5.58	14.31	1.17	—	—	91.95
			Mekliganj	—	0.25	1.65	0.95	10.40	31.11	29.31	7.0[illegible]	8.65	3.34	—	—	89.20
			Mathabhanga	—	0.50	2.94	3.08	7.69	10.61	25.56	5.49	12.72	1.57	-	—	74.07
			Fulbari	—	0.17	2.07	9.85	18.38	21.03	27.18	5.53	15.61	2.55	—	—	102.85
		Rangpur	Bhawaniganj (*Gaibanda*)	0.65	1.24	0.60	4.58	8.82	20.20	18.36	4.08	5.28	1.89	—	—	65.40
			Rangpur		0.73	0.26	0.26	8.20	25.00	23.58	5.13	8.45	1.98	—	—	72.88
			Peerganj	0.48	0.81	0.71	1.15	6.74	22.06	17.10	7.80	6.18	0.96	—	0.18	64.01
			Kurigaon	—	0.52	0.65	0.67	14.48	19.70	27.97	8.33	6.85	3.15	—	—	77.80
			Gobindganj	0.67	0.50	0.37	1.20	4.73	10.94	21.35	8.24	4.81	2.04	—	—	60.88
			Bard gra (*Velghamari*)	—	1.64	0.55	0.05	7.85	21.70	21.51	8.62	12.67	2.60	—	—	78.98
			Ulipur	0.11	0.67	1.31	1.25	11.30	26.21	26.21	4.33	11.87	0.48	—	-	83.81
			Sunderganj	0.17	0.62	0.71	0.82	5.07	19.71	24.95	7.71	6.18	0.31	—	—	67.25
		Bogra	Sherpur	0.86	0.15	0.05	2.40	3.48	19.42	20.47	7.33	5.65	0.49	—	—	69.71
			Nowkhilla	0.28	0.12	0.14	8.33	7.43	24.78	2[illegible].01	3.78	8.89	0.46	—	—	74.24
			Bogra	0.67	0.91	0.08	1.75	2.49	30.71	[illegible]	[illegible]	4.77	2.76	—	-	65.66
			Panchbibi	0.25	0.81	—	2.38	3.87	15.43	1[illegible].52	4.98	7.17	1.40	—	—	51.10
		Pabna	Pabna	0.14	1.28	0.52	4.55	4.21	14.47	[illegible]	[illegible]	17.31	0.15	—	-	60.28
			Sirajganj	0.25	0.38	1.00	2.21	3.07	18.11	13.42	4.20	7.79	1.44	—		50.36
East Bengal	Dacca	Dacca	Munshiganj	0.01	2.16	1.28	2.12	5.11	17.41	13.06	13.79	6.46	0.08	0.10	—	75.77
			Dacca	—	1.95	2.20	3.65	3.73	9.74	11.19	7.71	6.01	1.01	0.10	-	51.88
			Narayanganj	—	2.83	2.18	2.43	4.80	9.27	11.06	10.17	5.39	0.52	-	-	48.51
			Manikganj	-	1.03	3.60	4.17	4.56	18.[illegible]	11.23	3.09	6.64	0.18	—	0.02	59.78
			Jaydebpur	—	2.85	0.1	3.87	8.47	12.12	11.58	6.81	4.46	2.30	0.08	—	52.01
		Mymensingh	Kishorganj	0.07	2.36	1.39	8.68	4.10	18.74	27.44	7.11	10.94	2.70	0.08	—	87.31
			Atia (*Tangail*)	0.14	0.64	0.70	4.95	4.27	12.1[illegible]	1[illegible].13	5.53	5.20	2.12		—	46.08
			Mymensingh	0.21	1.93	10.87	4.18	8.21	20.81	31.88	8.19	10.26	1.82	—	—	116.12
			Jamalpur		1.70	3.83	8.87	4.90	27.20	[illegible].98	[illegible]	4.88	0.80		—	72.41
			Netrakona	0.07	1.43	3.46	2.71	6.66	32.21	26.85	16.00	11.73	2.30	—	—	109.91
			Susarnakhali	—	—	1.00	2.40	4.15	14.40	11.30	3.74	6.88	1.61	-	—	48.27
			Durgapur	—	0.20	[illegible]	6.5[illegible]	17.85	9.80	16.90	11.10	13.90	0.84	—	—	109.94
			Sherpur Town	0.31	0.98	4.12	6.00	6.13	15.0[illegible]	4.87	10.7[illegible]	3.73	0.72	—	-	70.41
			Diwanganj	0.00	0.90	0.24	4.47	10.07	18.86	5.13	10.05	9.30	2.20	—	—	78.19
			Nohtabari	0.27	0.73	2.03	9.41	8.7[illegible]	16.[illegible]	30.06	9.15	11.36	1.26	—	—	83.46
		Faridpur	Madaripur	—	3.1[illegible]	2.46	2.90	4.80	[illegible]	9.03	9.40	14.92	1.00	—	0.40	51.97
			Faridpur	—	[illegible].41	1.[illegible]	2.77	5.97	10.[illegible]	13.44	11.50	11.58	4.31	0.30	—	69.89
			Goalundo	0.11	2.[illegible]6	0.74	2.81	5.32	7.1	1[illegible].61	9.28	11.00	3.40	—	—	55.82
		Backergunge	Patuakhali		2.47	—	3.77	2.86	14.[illegible]	9.31	16.13	28.87	1.60	2.07	—	94.06
			Pirojpur		2.77	0.33	2.36	[illegible].41	1[illegible]	1[illegible]	15.17	20.44	1.18	0.18	—	84.40
			Barisal	—	0.98	0.2[illegible]	3.43	3.48	18.4	19.85	14.11	2[illegible].44	3.37	0.18	—	88.76
			Gaurnadi	—	1.39	0.3	4.83	6.[illegible]	1[illegible]	1[illegible]	14.85	17.13	0.01	0.11	—	75.37
			Bhola	—	1.05	0.40	2.86	4.00	[illegible]	21.41	14.37	14.77	3.88	0.26	-	90.70
			Daulatkhan		1.98	0.8	[illegible].01	8.88	[illegible]	2.31	18.[illegible]	1[illegible].97	1.98	0.17	—	99.35
			Bauphal	—	[illegible]	0.30	1.47	6.82	2[illegible]	[illegible].87	10.24	29.9[illegible]	2.27	1.24	0.05	113.40
	Chittagong	Hill Tipperah	Agartala	—	0.45	6.60	3.64	7.77	18.[illegible]	13.31	2.40[illegible]	5.[illegible]	1.10	—	—	71.94
		Tipperah	Comilla	—	2.17	2.79	4.69	5.91	20.7[illegible]	[illegible]	9.50	5.04	3.00	0.02	—	77.30
			Chandpur	—	3.50	1.76	3.10	4.56	11.[illegible]	11.9[illegible]	14.21	11.30	0.94	0.1	0.02	63.16
			Brahmanbaria	0.18	2.49	7.50	[illegible]	5.68	1[illegible]	[illegible].10	4.57	4.69	3.8	0.12	—	79.63
			Ramchandrapur	—	1.06	1.70	1.83	3.63	11.[illegible]3	11.17	4.68	1.79	0.20	—	—	41.60
			Nasirnagar	0.19	[illegible]	8.09	17.86	5.36	1[illegible]	[illegible]	9.[illegible]	7.11	0.1[illegible]	0.20	—	80.09
			Dandkandi	—	[illegible].08	[illegible]	4.[illegible]0	3.[illegible]	[illegible]	1.[illegible]	6.30	6.5		—	-	61.39
			Kasba	0.10	[illegible].02	3.4[illegible]	4.0	10.11	11.31	[illegible]	[illegible].23	4.85	[illegible]	—	—	62.81
			Laksam	—	1.06	3.87	9.12	6.30	24.[illegible]	21.11	7.35	3.[illegible]	2.19	1.41	—	72.00
		Noakhali	Noakhali		0.70	4.00	3.71	9.05	3[illegible]	7.[illegible]	[illegible]	11.5[illegible]	4.83	0.74	—	118.11
			Fenny		0.[illegible]	[illegible]	8.64	6.97	2[illegible]	7.[illegible]	1.1	[illegible]	2.[illegible]	0.41	—	101.49
			Harishpur		1.59	2.27	3.9	5.45	3[illegible]	[illegible]	[illegible]	1.8	7.01	—		113.48
			Ramganj	—	0.31	3.87	[illegible]	3.80	[illegible]	1[illegible]	10.[illegible]	11.[illegible]	3.56	0.[illegible]	0.02	91.29
			Chhagalnaya	—	1.40	3.6[illegible]	4.12	9.64	27.47	3.17	1.[illegible]	[illegible].4[illegible]	1.28	0.1		104.0[illegible]
			Hatya	—	1.20	0.[illegible]	1.7	8.77	[illegible]	7.83	1.[illegible]	[illegible]	7.1	0.34	—	110.37
			Lakhipur	—	1.01	1.[illegible]3	4.10	4.40	4.[illegible]	[illegible]	1[illegible]	[illegible].61	1.42	1.01	—	99.77
		Chittagong	Cox's Bazar		1.06	—	2.30	6.66	33.43	9.[illegible]4	21.1[illegible]	14.9[illegible]	0.70	—	—	115.92
			Chittagong	—	0.72	0.94	2.68	0.04	31.[illegible]	11.[illegible]	11.[illegible]	[illegible]1	1.46	—	—	76.40
			Kutubdia	—	0.04		[illegible].40	10.20	[illegible]	16.[illegible]	8.81	[illegible]3	3.[illegible]	—	—	75.62
			Satkanya	—	1.[illegible]		4.13	7.49	24.70	1[illegible]	13.70	5.01	3.34	—	—	7[illegible].78
			Kodala	—	0.84	1.93	2.17	5.77	28.0[illegible]	1[illegible]	11.[illegible]1	4.[illegible]	6.1	0.07	—	70.90
			Panoa	—	2.40	1.1	4.58	4.00	20.[illegible]	1.[illegible]	1[illegible]	[illegible].3	4.[illegible]3	0.01	—	87.27
			Mirsarai	—	1.80	3.77	[illegible].18	0.24	30.1[illegible]	[illegible].7	1[illegible]	9.34	3.[illegible]	0.[illegible]	—	112.07
		Chittagong Hill Tracts	Rangamatia	—	2.60	[illegible].30	3.49	10.11	15.[illegible]	11.48	11.4	7.59	2.0[illegible]	0.13	—	85.[illegible]
			Bundarban	-	1.23	1.[illegible]	3.75	4.54	2[illegible]	1.[illegible]	7.1[illegible]	6.81	4.1	—		63.[illegible]
			Barkal	?	?	?	?	?	?		?	?	?	—	0.05	
Behar	Patna	Patna	Patna	3.[illegible]	0.24	—	—	1.08	7.30	14.01	11.8[illegible]	9.90	1.01	—	0.[illegible]	48.58
			Dinapore	3.6[illegible]	0.1[illegible]	—	—	0.42	6.[illegible]	10.13	10.47	[illegible]7	0.70	—	1.50	41.07
			Bihar	2.64	0.76	—	0.35	1.91	[illegible]	[illegible]	7.[illegible]	5.06	1.56	—	0.11	36.23
			Barh	3.93	0.2[illegible]	—	—	0.77	13.[illegible]	[illegible]	[illegible].09	[illegible].09	1.75	—	0.25	39.38
			Bikram	3.33	0.9	—	—	2.61	9.14	9.41	6.[illegible]	8.[illegible]	1.8	—	0.2[illegible]	35.64
			Hilsa	1.6	0.15	—	-	1.00	12.[illegible]	[illegible]	4.50	10.90	0.85	-	—	41.87
		Gaya	Aurangabad	4.06	1.72	-	0.94	0.7	7.0	6.36	11.05	7.24	4.[illegible]0	—	1.76	41.20
			Gaya	2.01	1.07		0.74	1.61	7.[illegible]	4.91	8.04	8.13	1.78	—	0.72	37.10
			Nawada	1.3	0.98	—	—	0.98	7.91	7.18	8.05	13.11	2.34	—	0.37	41.49
			Jahanabad	1.71	0.74	—	0.71	0.70	9.[illegible]	5.17	6.34	9.58	1.90	—	0.70	30.88
			Arwal	2.46	0.41	—	0.29	0.30	6.13	7.93	5.06	12.82	1.78	—	0.16	37.41
			Daudnagar	2.26	0.71	—	—	0.14	5.61	11.11	6.41	6.59	3.10	—	1.23	37.79
			Sherghati	2.3	0.41	0.01	0.09	0.47	6.44	[illegible].17	8.43	9.14	2.40	—	1.13	30.94
			Rajauli	?	?	?	?	?	?	?	?	3.26	1.31	—	2.00	8.89
			Pakri Barawan	1.32	0.13	—	0.06	0.60	10.80	[illegible]	4.50	7.08	3.08	—	[illegible].17	37.08
			Deo	2.10	1.20	—	0.30	0.10	9.8	[illegible]	8.54	11.85	3.42	—	1.25	39.85
		Shahabad	Buxar	2.94	0.33	—	0.04	0.40	4.06	10.5	5.55	8.80	3.18	—	0.97	35.27
			Dehri	1.71	0.57	0.03	0.03	1.55	4.77	5.4	9.40	9.32	3.4[illegible]	—	1.0[illegible]	37.02
			Bhabhua	2.95	0.47	—		0.82	3.90	[illegible]	10.90	11.89	7.11	—	1.51	45.48
			Sasaram	3.03	0.6[illegible]		0.02	1.17	[illegible].14	[illegible]	9.90	9.70	2.80	—	1.27	42.19
			Arrah	4.60	0.10		—	1.3	3.90	10.84	9.43	7.10	1.31	-	0.93	46.69
			Mohanea	3.61	—	—	—	0.80	3.7	0.89	9.08	1[illegible].01	10.26	—	4.60	58.29
			Ahri	2.10	—	—	0.10	0.15	2.7[illegible]	[illegible].7	4.05	9.17	6.12	—	1.80	39.47
			Agraon	4.10	0.38	—	—	1.04	5.8	7.6[illegible]	5.6	8.18	1.81	—	—	32.70
			Ramgar	3.20	0.40	—		0.81	4.15	5.59	4.7[illegible]	6.99	0.96	—	0.60	27.16
			Koath	3.27	0.30	—	0.88	0.11	3.09	5.77	10.40	0.41	1.84	—	1.15	34.71
			Sikroul	4.03	0.34	—	—	0.18	3.[illegible]	4.90	5.78	6.97	1.40	—	0.91	28.67
			Bassowan	3.8	1.03	—	—	—	5.63	6.62	7.04	10.70	7.78	—	4.12	40.95
			Monaharpur	3.50	0.36	-	0.27	0.54	2.[illegible]	6.77	5.30	8.18	6.88	—	1.17	35.60
			Chausa	3.77	0.48	0.04	0.17	0.18	4.09	8.70	6.59	6.08	2.28	—	1.04	36.47

Meteorological division	Division	District	Station	January	February	March	April	May	June	July	August	September	October	November	December	Total
BIHAR—concluded	Patna—concluded	SARAN	Gopalganj	2·54	0·22	0·03	—	2·51	8·83	11·94	5·71	9·69	2·20	—	0·50	39·17
			Siwan	3·37	0·36	0·0[illegible]	0·05	0·77	5·17	9·69	4·52	5·97	1·08	—	0·55	33·80
			Ekma	3·45	—	—	—	—	8·58	10·85	9·37	7·42	0·70	—	0·20	40·12
			Chapra	3·57	0·20	—	—	0·71	8·47	9·28	6·55	9·30	0·95	—	0·35	39·60
			Hathwa	3·12	0·17	—	0·12	1·47	8·01	12·42	4·98	7·71	2·12	—	0·35	40·45
			Amnaur	3·00	0·66	—	—	1·20	6·76	8·55	7·65	11·68	1·16	—	0·55	40·31
			Basantpur	2·57	0·41	—	—	0·78	9·41	5·28	7·48	10·37	2·27	—	0·36	[illegible]
			Darowlee	3·88	0·07	0·[illegible]	—	2·28	2·84	9·15	6·34	6·49	1·90	—	0·48	[illegible]
			Bhorch	2·95	0·16	0·07	0·31	4·45	5·60	13·14	5·18	8·35	2·76	—	0·40	43·31
		CHAMPARAN	Motihari	3·42	0·17	0·08	0·02	1·09	8·31	11·60	6·74	13·82	2·32	—	0·51	49·06
			Bettiah	2·50	0·[illegible]	0·08	0·39	5·19	6·35	10·98	10·23	14·66	4·40	—	0·20	[illegible]
			Bagaha	4·00	0·35	0·[illegible]	0·3	1·70	7·53	9·40	4·90	10·71	3·37	—	0·35	48·47
			Burhurwa	2·47	0·18	0·0[illegible]	0·20	0·98	5·06	13·06	7·98	13·13	4·04	—	0·25	47·[illegible]
			Ramnagar	3·40	0·85	—	—	1·94	10·16	16·87	8·73	10·01	4·10	—	0·50	[illegible]
		MUZAFFARPUR	Sitamarhi	2·00	0·9[illegible]	0·[illegible]	0·23	3·60	13·33	17·71	5·76	9·15	3·72	—	0·15	57·32
			Muzaffarpur	1·57	0·03	—	—	1·52	9·66	13·90	3·56	8·22	1·90	—	0·17	40·68
			Hajipur	2·83	0·23	—	—	0·58	7·04	8·04	5·61	10·45	0·85	—	0·15	36·48
			Paru	2·71	—	—	—	0·26	6·23	13·35	3·86	9·48	0·97	—	0·24	36·14
			Mahuwa	3·53	0·13	—	—	0·37	9·40	9·21	4·60	—	—	—	—	27·24
			Shuhar	1·87	0·10	0·[illegible]	—	1·13	11·10	9·09	5·05	8·23	2·41	—	0·30	39·46
			Pupri	1·34	0·16	—	—	0·49	7·85	11·67	4·26	10·51	2·35	—	0·15	38·79
		DARBHANGA	Tajpur	2·12	0·48	—	—	1·17	8·27	11·88	6·83	13·32	0·45	—	0·07	44·50
			Darbhanga	1·34	0·07	0·01	—	0·40	12·21	12·16	3·80	12·12	0·90	—	0·12	45·35
			Madhubani	1·58	0·28	—	—	2·12	10·94	12·30	4·81	14·56	2·02	—	0·31	48·84
			Bahera	0·88	0·22	—		0·97	11·87	11·19	3·62	8·76	0·61	—	—	38·20
			Rosera	1·82	0·42	—	0·17	0·60	9·92	15·01	5·58	8·07	2·22	—	0·10	46·41
	Bhagalpur	MONGHYR	Begusarai	3·11	0·52	0·0	0·[illegible]	0·87	10·62	18·44	11·10	3·[illegible]	2·29	—	0·17	51·02
			Monghyr	2·21	0·35	—	0·59	1·61	11·59	12·08	8·0[illegible]	7·40	3·45	—	—	48·83
			Jamui	1·96	0·86	—	0·50	1·69	11·01	14·53	7·22	8·05	1·74	—	0·19	47·75
			Gogri	3·03	0·19	—	0·05	2·43	16·12	15·04	11·48	10·94	2·32	—	1·15	63·06
			Jamalpur	2·14	0·52	—	0·70	1·61	13·44	19·04	9·01	9·97	4·05	—	—	62·02
			Shaikhpura	2·02	0·15	—	—	0·50	9·92	6·47	1·52	1·86	3·80	—	0·72	28·95
			Dhaka Bamda	2·20	0·37		0·60	3·06	9·94	12·87	7·91	12·25	2·39	—	0·15	51·77
			Chupreon	1·27	0·54		0·83	1·40	11·90	17·73	5·45	8·64	2·12	—	—	50·17
			Gidhour	3·05	0·80	—	0·04	4·39	9·95	6·26	7·20	7·66	1·42	—	—	30·85
			Kharagpur	3·81	0·80	0·10	0·63	2·80	10·00	12·19	9·40	13·40	3·35	—	—	55·75
		BHAGALPUR	Madhipura	1·01	0·43	—	0·35	3·74	15·10	14·48	6·98	15·51	2·27	—	0·09	59·96
			Bangaon (Syfabad)	1·1[illegible]	0·48	—	—	1·38	14·20	15·37	6·28	10·87	1·84	—	—	51·58
			Supaul	1·24	0·83	—	0·20	3·05	13·73	22·18	6·85	11·27	1·09	—	0·02	60·68
			Protapganj	0·70	0·65	—	—	5·37	17·56	12·91	3·73	8·61	1·95	—	0·31	51·47
			Bhagalpur	2·35	0·40	[illegible]	0·38	2·89	18·76	10·93	13·09	9·58	5·28	—	0·07	70·06
			Banka	1·68	1·00	—	0·10	2·18	13·47	15·24	13·96	10·59	4·30	—	—	63·70
			Colgong	1·01	0·58	—	0·10	3·16	23·14	14·91	6·77	9·91	2·08	—	—	63·16
			Bausi	1·76	0·35	—	0·10	2·34	13·40	10·48	14·23	11·82	1·88	—	—	56·51
		PURNEA	Kishanganj	0·70	1·41	0·[illegible]	—	6·25	16·40	28·95	6·09	20·89	4·10	—	—	92·64
			Araria	0·35	2·33	—	—	9·19	14·26	19·35	4·17	19·50	2·79	—	—	72·03
			Purnea	0·47	0·98	0·01	0·01	3·05	23·25	21·06	5·64	21·46	1·33	—	0·11	77·40
			Kadwara (Korah)	0·59	0·32	—	—	2·80	24·59	27·62	9·15	20·17	2·80	—	0·50	88·54
			Barsoe	0·44	0·33	—	—	6·30	15·12	22·77	5·80	15·90	3·00	—	—	69·66
			Forbesganj	0·55	1·50	—	—	8·38	18·68	19·34	6·15	16·29	1·50	—	—	72·40
			Kaliaganj	0·10	0·40	—	—	8·44	11·28	30·05	10·27	11·10	2·60	—	—	74·24
		MALDA	Malda	1·06	0·38		1·29	2·48	12·70	11·41	8·28	12·97	0·01	—	—	51·49
			Chanchal	0·87	0·40		0·77	4·65	15·60	18·11	5·78	17·18	2·02	—	—	65·58
			Gajol	0·67	0·55	—	1·48	4·35	21·57	18·23	7·97	16·77	4·05	—	—	75·44
			Sibganj	1·60	0·17	—	0·26	3·18	10·34	10·68	7·55	9·58	1·60	—	—	45·08
		SONTHAL PARGANAS	Rajmahal	1·14	0·31	—	0·80	1·29	13·31	9·02	4·84	10·52	3·78	—	—	44·93
			Godda	1·08	0·74	—	0·23	4·26	14·87	9·94	10·00	10·75	3·55	—	—	56·11
			Pakour	1·71	0·38	—	0·31	4·12	10·52	14·63	6·09	12·90	2·04	—	—	52·60
			Naya Dumka	1·61	0·31	—	1·23	5·86	7·40	15·26	10·73	14·74	1·62	—	—	58·32
			Deoghur	2·38	0·35	—	2·77	4·56	6·81	16·66	6·2	14·45	3·51	—	0·08	57·18
			Jamtara	1·37	0·44		2·08	2·12	[illegible]	7·31	12·41	14·41	0·37	—	0·12	46·94
			Mohagama	0·40	0·60	—	0·44	1·20	22·26	12·79	7·42	10·57	4·30	—	—	60·00
			Nanihat	0·52	—	—	[illegible]	2·43	9·20	20·24	8·06	15·06	—	—	1·80	57·81
			Asarnboni	0·38	—	—	0·27	2·09	8·8[illegible]	12·58	13·70	23·47	0·27	—	—	61·71
			Katikund	1·82	0·30	—	0·91	2·77	11·74	14·12	16·05	24·63	2·75	—	—	78·59
			Madhupur	1·84	0·19	-	0·98	5·27	7·90	8·45	10·93	13·44	2·06	—	—	51·06
			Sarwan	2·09	0·27		0·86	4·19	7·42	7·35	12·21	15·48	2·58	—	—	52·46
			Sirath	1·79	0·90		1·13	2·08	5·49	9·06	9·87	10·63	0·85	—	—	47·31
			Barkope	1·76	0·54	—	0·46	4·67	17·12	13·83	10·42	9·12	2·30	—	—	60·22
			Bhagya	1·21	—	—	—	3·40	17·80	9·90	6·85	12·00	1·77	—	—	52·93
			Maheshpore	1·12	0·23	—	0·74	1·98	10·27	16·34	5·71	14·84	1·57	—	1·65	54·60
			Hiranpur	1·36	0·20	—	2·22	9·04	11·09	15·63	8·04	19·23	1·36	—	—	68·75
			Barharwa	1·60	0·28	—	0·01	2·20	14·19	18·00	7·07	10·87	4·27	—	—	59·39
			Sahibganj	1·52	0·24	—	—	2·91	25·87	11·77	10·06	14·76	2·04	—	—	69·17
			Bario	1·80	0·47	—	0·20	3·79	19·29	18·63	9·07	12·20	1·23	—	—	66·08
ORISSA	Orissa	CUTTACK	Jagatsingpur	—	—	0·53	0·35	3·13	9·61	8·43	26·61	12·82	8·11	—	—	69·49
			Banki	—	0·40	1·14	2·29	3·16	8·03	7·57	14·64	24·01	10·76	—	—	72·60
			Cuttack	—	—	1·08	2·74	2·80	4·08	8·10	21·17	[illegible]	8·04	—	—	70·39
			False Point	—	—	0·11	0·40	2·34	[illegible]	10·79	23·60	18·26	7·42	—	0·04	73·76
			Kendrapara	—	0·74	0·11	0·60	3·08	5·07	16·20	20·98	18·53	5·79	—	0·08	68·91
			Jajpur	—	3·10	0·[illegible]	2·09	1·31	6·30	18·87	20·84	18·86	6·48	0·19	—	77·25
			Dharmsala	—	1·28	3·[illegible]	2·65	4·46	7·16	23·26	25·28	22·95	4·67	—	0·16	[illegible]
			Salipore	—	—	0·51	0·32	3·00	6·91	8·57	19·04	15·50	7·86	0·14	—	61·65
		BALASORE	Akhayapada	—	1·65	1·36	1·38	4·31	8·85	23·91	24·55	18·74	4·55	0·02	—	89·12
			Chandbali	—	0·86	0·[illegible]	1·66	6·22	10·41	17·47	21·19	22·53	4·35	—	—	89·19
			Bhadrak	—	0·76	0·35	2·58	5·20	8·17	19·89	15·69	17·24	6·70	—	—	80·78
			Soro	0·11	—	5·[illegible]	3·24	5·04	10·76	11·75	17·31	20·91	4·79	—	—	80·[illegible]
			Balasore	0·12	2·18	[illegible]	1·45	6·65	9·51	11·11	19·23	20·88	3·80	—		78·35
			Jellasore	0·07	0·45	1·8	4·57	6·05	5·92	6·18	24·29	15·01	2·60	—	—	67·56
			Baripada	0·04	1·10	2·[illegible]	3·30	6·19	4·61	8·75	18·94	22·78	3·92	—	—	72·44
		PURI	Puri	—	—	0·1	1·47	4·59	7·23	6·38	23·40	14·20	6·59	0·01	—	68·16
			Khurda	—	0·36	0·48	0·88	3·39	8·01	8·43	18·78	13·64	14·98	—	—	68·90
			Bhanpur	—	—	0·16	0·50	2·47	13·19	3·61	14·99	9·03	9·40	0·70	—	54·54
			Gop	—	0·15	0·80	0·24	2·56	3·92	11·97	22·57	11·83	10·59	—	—	64·63
			Satpara	—	—	0·10	—	3·85	10·94	4·97	14·35	11·16	6·90	—	—	52·57
			Pipli	—	0·02	0·19	0·63	3·43	6·78	7·72	25·00	11·96	6·74	—	—	68·43
			Nayagarh	—	0·45	1·72	3·21	2·00	9·35	10·24	10·43	18·07	12·14	—	—	61·22
			Ranpur	—	0·06	0·9[illegible]	0·30	2·94	8·80	8·23	13·19	18·46	8·03	—	—	61·40
			Kanas	—	1·70	0·92	0·38	4·16	10·17	10·90	19·20	11·63	13·89	—	—	72·55
CHOTA NAGPUR	Chota Nagpur	HAZARIBAGH	Pachamba (*Giridi*)	2·60	0·30	—	1·36	1·73	8·43	7·13	11·87	11·37	2·95	—	0·58	47·51
			Hazaribagh	3·43	0·55	—	1·90	1·60	8·45	5·56	15·72	12·62	2·46	—	1·06	54·43
			Bathi	4·65	0·12	—	0·53	1·29	9·24	9·39	8·61	8·19	2·97	—	1·08	48·80
			Chatra	4·79	0·10	—	0·69	1·29	8·82	9·88	11·65	5·94	1·45	—	1·28	44·89
			Karagdeha	2·76	0·89	—	2·07	0·29	10·81	11·85	11·68	9·36	—	—	—	46·81
			Ramgar	2·90	0·79	—	2·06	1·50	7·84	6·85	13·17	13·05	2·90	—	1·18	52·86

Meteorological division.	Division.	District	Station	January	February.	March.	April.	May	June.	July.	August.	September	October.	November	December.	Total.
Chota Nagpur—concluded.	Chota Nagpur—concluded.	Ranchi	Lohardaga	3·19	0 80	0·04	2 57	1 52	8 05	7 94	14 26	17 16	2·56	—	0 49	58·56
			Ranchi	1 79	0 64	0 24	4 18	1·91	10 12	8 05	14 91	17 16	0 76	—	0 38	60·14
			Silli	1·32	0·78	0·25	2 29	2 88	6 54	11 06	11 98	22 84	2 09	—	0·09	61·63
			Palkot	1 56	0 05	0 05	3 88	1·90	9 24	15 88	19 10	21 11	3·77	—	0 87	77 86
			Bano	1·29	—	—	?	?	9 50	16 77	28 12	15 45	2 23	—	0 88	74·20
			Tamar	0·71	0 76	-	2 70	4 00	11 43	9 59	14 09	22 65	1·29	—	0·27	67 69
			Kurdeg			—	?	0·90	8 37	?	24 07	12 55	?	—	1 57	
			Chainpur	3·27	0 20	—	1 78	1 18	5 56	14 09	19 26	14 49	2·73	—	1·21	63·77
			Sirguja	3·20	—	—	0·20	0 25	4 70	18 00	21 30	26 60	7 00	—	2 30	53·75
			Jashpur	3 38	—	—	4 70	1 42	7 97	16 20	20 23	23 70	6 88	—	1·65	89·05
			Gangpur	2·24	—	—	0 09	4 24	15 53	19 10	27 88	19 10	11 98	—	1·87	102·83
		Palamau	Palamau (*Daltonganj*)	3 58	0 04	—	0·98	0 61	5 33	6·79	11 81	9 20	1 54	—	1·56	41·44
			Balumath	6 45	—	—	0·40	1 50	7·90	9 60	19 83	14 18	3 00	—	2 42	64·84
			Hussainabad	4 75	1 40	—	1·30	1 30	2 00	19·75	14 47	19 66	1 10	—	2 20	67·82
			Garhwa	3 67	0 38	—	1 10	0 71	5 73	9 38	9 10	14·20	0 97	—	1 53	46·76
			Mahuadand	3 05	0 43	—	1·88	1 01	7 50	16 00	20·93	12 44	2 12	—	1 56	67·00
			Panki	4 12	0 55	—	0 87	0 49	7 20	9 64	11·62	9 43	1 50	—	0 71	46 13
			Latehar	4 12	—	—	0 57	1 78	7 10	12 75	13·94	14 28	2 85	—	2 70	60 09
			Nagaruntari	1 99	•0 13	0·23	0 96	0 42	1 25	9 39	12 20	15 16	1 72	—	2 45	45·90
			Ranka	4 81	0 04	—	0 50	3 40	6 70	8 65	16 76	17 70	1 57	—	2·00	62 13
			Chatterpore	2 44	0 47	—	0 11	0 42	8·92	9·86	9 81	12 60	0·73	—	3·21	48·66
		Manbhum	Purulia	0 09	1 25	0 56	4 97	3·05	5 27	4 16	11 41	15·97	1 04	—	0 27	48·96
			Gobindpur	1 48	0 38	—	1 94	2 25	0 79	8 98	8 87	14·28	2 31	—	0 12	49·69
			Raghunathpur	0 79	0 20	—	3 60	3 45	5 44	4 64	10 25	17·20	0·77	—	0·10	45 44
			Barabhum	0 32	0 22	0 08	3·07	1 19	10 40	10 77	13 16	26 54	1 37	—	0 10	67·22
			Jhalda	1 48	1 36	—	1 91	3 41	6 11	8 95	13 59	20 48	1 55	—	0 06	58·92
			Chas	1 91	0 49	—	3·25	1 74	7 32	4 01	13 92	10·98	1 65	—	—	45·31
			Pandra	1 26	0 49	—	2 95	2 74	7 06	6 06	11 40	15 07	1 14	—	0·05	48·22
		Singhbhum	Chaibassa	0·31	—	0 27	3 87	4 18	5 02	8 56	16 54	18 12	1 67	—	0·26	58·60
			Chakardharpur	1 15	—	0 20	3 57	2 66	8 70	7 45	17 62	14·90	1 51	—		
			Ghatsila	0 03	0 35	1·02	3 74	4 08	8 11	11 17	16 69	22 07	1 00	—	—	66·26
			Baharagora	—	0 70	1 83	3 59	7 41	5 43	12 54	15 47	17 65	1 77	—	—	66·88
			Gaikura	0 50	—	0 11	2 69	7 61	10 27	15 02	19 34	13 83	2 90	—	0·96	78 38
			Kalikapur	0 16	—	0 59	0 65	4·89	6 96	10 77	9 25	22 39	0 35	—	—	56·01
			Monoharpur	0·28	—	0 20	2 78	3 21	8 75	13 10	19·09	13·74	2 09	—		
			Katbari	?	?	?	?	?	?	?	6 90?	17·10			0 50	
			Seraikela	?	?	?	?	?	?	?	12 60?	14 02	2 00	—	0 04	
			Kharsawan	?	?	?	?	?	'	?	17 47	18·95	2 76	—		
		Orissa Tributary Mahals	Keonjhur	0 60	0 12	0 65	2 16	1 90	12 61	8 10	19 43	13 19	5 01	—	0 94	64·71
			Anandpur	0 18	2 00	0 67	1 60	6 25	6 10	13 84	17 40	2' 55	5 57	—	—	75·16
			Kunjbangarh	—	0 05	0 76	1 55	1 74	8 90	5 95	13 30	10·97	3 56	—	—	54·78
		Angul	Angul	0 31	0 05	0 13	0 74	3·96	5 80	5 67	10·86	13 26	4 43	—	—	45·23
			Bisipara	0 24	0 02	0 55	2 51	2 10	13 48	7·21	18·09	9 95	5 12	—	—	59·57
			Pal Lahara	0 67	0 11	1 23	1 54	5 38	7 47	27 90	23 67	20 42	6 09	—	0 12	94·95
			Talcher	0·23	—	0 28	0 47	2·83	10 03	16 74	15 61	7 41	3 21	—	—	62·30
			Dhenkanal	—	—	0 41	1 08	5 51	6 49	7 60	17 41	22 76	11 48	—	—	73·62
			Baisinga	0 03	—	0 15	1 13	3 02	8 76	15 00	18·31	14 50	7 56	—	—	63·46
			Baramba	—	—	2 48	1 66	1·98	9 72	9 63	16 12	10 48	4 39	—	—	56·30
			Narsingpur	—	0 12	0 10	1 53	1 65	3 35	9 97	17 89	5 62	—	—	—	46 43
			Chhendipada	?	?	?	?	?	?	?	?	15·92		—		

METEOROLOGICAL OFFICE, BENGAL,

The 3rd March 1901

C LITTLE,

Meteorological Reporter to the Govt. of Bengal.

II.—Table showing the Monthly and Annual Average Rainfall at 254 Rainfall-recording Stations in Bengal.

Meteorological division	Division	District	Station	Number of years	January	February	March	April	May	June	July	August	September	October	November	December	Total
South West Bengal	Burdwan	Burdwan	Kalna	25—26	0.37	1.07	1.86	2.43	5.24	9.10	11.13	11.07	6.65	3.81	0.98	0.16	[illegible]
			Burdwan	26	0.36	0.93	1.58	2.06	5.73	8.92	11.71	11.37	8.04	3.61	0.67	0.15	58.13
			Katwa	25—26	0.39	1.11	1.29	1.62	5.31	9.89	10.40	11.38	7.92	3.76	0.60	0.06	53.98
			Raniganj	26	0.40	1.18	[illegible]	1.27	3.68	9.27	[illegible]	13.23	7.33	3.31	0.60	[illegible]	54.30
			Mankur	10—11	0.54	0.98	0.96	1.80	5.16	8.88	13.51	11.18	8.84	2.28	0.70	0.08	54.88
		Birbhum	Suri	26	0.45	1.01	0.92	0.98	3.77	11.32	13.13	13.28	9.95	3.49	0.45	0.11	58.87
			Hetampur	20—21	0.49	0.99	0.71	1.46	3.75	11.00	13.17	12.32	9.67	3.06	0.56	0.09	58.90
			Rampur Hát	22—23	0.54	0.88	0.90	1.2	4.00	9.90	11.75	12.11	10.83	3.75	0.46	0.12	[illegible]
			Bolpur	10—11	0.43	0.8	1.26	1.10	5.12	10.50	13.77	10.62	9.16	3.00	0.94	0.09	55.94
		Bankura	Bankura	26	0.34	0.94	1.18	1.84	4.41	9.90	12.08	13.80	8.03	3.82	0.52	0.15	56.22
			Vishnupur	16—17	0.33	1.1	1.35	1.60	5.48	10.60	12.22	11.18	8.05	3.16	0.58	0.15	56.66
			Maliara	15—16	0.32	0.83	0.71	0.86	3.71	10.8	13.11	12.17	6.67	3.09	0.31	0.13	[illegible]
			Khatra	15—16	0.34	0.86	1.30	1.06	4.39	11.7	14.08	12.47	8.79	3.77	1.03	0.26	60.01
			Indas	11—12	0.38	[illegible]	[illegible]	1.62	6.49	9.58	[illegible]	9.84	[illegible]	2.61	0.50	0.10	54.11
			Kotalpur	11—12	0.42	[illegible]	1.19	1.65	4.65	10.54	[illegible]	12.30	6.51	3.24	0.73	0.10	56.56
			Onda	11—12	0.16	[illegible]	0.59	0.97	3.41	8.04	11.85	12.19	9.02	2.68	0.37	0.12	49.66
			Gangajalghati	10—11	0.47	0.8	0.87	0.99	4.44	11.57	13.21	13.13	8.54	2.28	0.94	0.12	57.06
			Raipur	10—11	0.17	1.00	1.69	0.85	6.01	11.08	17.06	15.51	8.80	4.44	[illegible]	0.18	63.02
			Sonamukhi	10—11	0.46	1.11	0.95	1.28	5.17	10.06	11.20	10.48	7.75	2.44	[illegible]	0.12	52.02
		Midnapore	Contai	26	0.23	1.1	1.12	1.24	4.90	9.61	13.91	13.07	11.00	7.80	1.5	0.28	66.16
			Tamluk	25—26	0.30	1.1	1.70	1.45	5.18	9.55	11.86	13.19	8.47	4.32	0.61	0.20	58.95
			Midnapore	26	0.52	1.07	1.62	1.50	5.07	9.42	11.61	12.33	7.66	4.30	0.62	0.26	55.90
			Ghatal	19—20	0.34	1.0	1.56	1.71	5.86	9.93	[illegible]	[illegible]	9.23	[illegible]	0.65	0.17	60.31
			Kukrahaty	8—9	0.85	1.7	1.08	0.91	5.57	9.71	11.53	[illegible]	9.03	[illegible]	1.27	0.01	58.02
			Garbeta	10—11	0.29	0.9	1.84	1.45	5.17	10.51	13.95	[illegible]	8.63	2.66	0.62	0.15	59.12
		Hooghly	Serampore	24—25	0.37	[illegible]	[illegible]	2.01	5.04	[illegible]	[illegible]	11.90	8.06	4.45	0.78	0.24	57.47
			Hooghly	26	0.34	1	[illegible]	1.89	5.44	9.34	[illegible]	11.21	[illegible]	3.98	0.77	0.20	54.46
			Jahanabad	24—25	0.34	1.0	1.27	[illegible]	5.41	10.04	[illegible]	14.26	8.79	[illegible]	0.54	0.14	60.04
		Howrah	Howrah	26	0.46	[illegible]	1.34	[illegible]	5.00	[illegible]	11.70	11.88	8.07	[illegible]	0.61	0.28	57.20
			Mohesreka	20—21	0.26	1.0	[illegible]	1.16	5.62	9.88	[illegible]	[illegible]	8.06	[illegible]	0.64	0.21	57.06
	Presidency	24-Parganas	Saugor Island	26	0.32	1.10	1.24	1.13	4.69	9.84	[illegible]	[illegible]	11.28	9.14	1.32	0.8	70.96
			Diamond Harbour	25—26	0.49	[illegible]	1.41	1.76	5.43	10.22	[illegible]	[illegible]	10.21	[illegible]	0.91	0.22	65.60
			Canning Town	10—11	0.41	1	[illegible]	1.43	5.83	13.07	[illegible]	[illegible]	8.75	4.04	1.63	0.06	65.14
			Alipore (*Observatory*)	25—26	0.60	[illegible]	[illegible]	1.74	[illegible]	10.4	[illegible]	[illegible]	9.33	[illegible]	0.60	0.24	61.40
			Barrackpore	25—26	0.38	1	1.49	1.81	5.11	10.17	[illegible]	11.53	7.74	3.90	0.88	0.23	56.32
			Dum Dum	25—26	0.45	[illegible]	1.46	1.37	[illegible]	10.05	[illegible]	[illegible]	8.99	4.59	0.65	[illegible]	[illegible]
			Barasat	25—26	0.52	1.4	1.11	1.10	5.02	9.84	[illegible]	[illegible]	8.48	[illegible]	0.63	0.23	56.64
			Basirhat	25—26	0.50	1.1	1.78	2.26	5.94	11.54	12.8	12.19	8.30	4.80	[illegible]	0.17	61.89
		Nadia	Ranaghat	25—26	0.45	[illegible]	1.83	1.71	[illegible]	9.6	10.70	[illegible]	7.14	[illegible]	0.96	0.16	56.44
			Krishnagar	26	0.30	1	[illegible]	2.38	5.76	9.93	[illegible]	[illegible]	7.31	[illegible]	0.94	0.08	54.04
			Chuadanga	25—26	0.28	1.1	1.75	2.7	7.87	8.90	10.19	11.37	8.88	[illegible]	1.00	0.11	54.26
			Meherpur	25—26	0.33	1.1	2.03	3.10	5.97	[illegible]	10.17	11.87	[illegible]	4.61	0.62	0.13	56.91
			Kushtia	25—26	0.34	1.1	1.85	3.11	7.65	10.94	10.82	10.04	[illegible]	3.40	0.83	0.14	61.60
		Murshidabad	Kandi	21—23	0.39	1.11	[illegible]	1.84	4.41	9.40	[illegible]	10.43	[illegible]	3.60	0.80	0.17	54.70
			Berhampore	22—26	0.52	[illegible]	1.0	1.50	5.30	[illegible]	[illegible]	[illegible]	10.13	3.83	0.56	0.12	55.97
			Lalbagh	18—21	0.28	0.7	0.88	[illegible]	[illegible]	8.01	[illegible]	11.02	9.70	4.19	0.84	0.10	55.28
			Azimganj	[illegible]	0.54	0.84	0.90	1.56	5.23	9.98	11.04	11.01	9.24	[illegible]	0.90	0.01	54.38
			Jangipur	22—25	0.51	[illegible]	[illegible]	1.47	4.01	9.36	[illegible]	10.85	10.04	3.27	0.37	0.10	53.28
			Lalgola	[illegible]	0.54	0.8	1.04	1.46	5.68	9.73	11.4	[illegible]	10.25	4.01	0.57	0.10	56.44
			Akhriganj	9—10	0.66	1.0	1.37	1.94	6.30	10.42	11.89	8.30	8.70	3.27	[illegible]	Nil	54.85
			Patkabari	8—9	0.25	[illegible]	0.96	2.5	5.19	9.40	[illegible]	9.18	5.60	3.00	1.00	0.04	44.67
			Dumkal	14	0.36	[illegible]	[illegible]	[illegible]	[illegible]	10.28	10.53	10.66	8.24	3.52	0.63	0.17	53.80
		Jessore	Narail	24—25	0.64	[illegible]	1.98	3.30	6.79	10.70	9.48	10.00	6.59	3.98	1.00	0.17	55.91
			Jessore	26	0.55	[illegible]	2.17	[illegible]	7.62	12.50	11.21	[illegible]	8.09	[illegible]	1.22	0.18	64.14
			Jhenidah	24—26	0.28	1	[illegible]	3.30	6.70	11.60	10.16	11.3	8.58	4.48	1.04	0.12	61.35
			Magura	24—25	0.28	[illegible]	[illegible]	3.83	[illegible]	11.7	10.40	9.37	7.30	[illegible]	1.04	0.11	59.36
			Bangaon	26	0.35	[illegible]	1.61	2.55	5.97	9.80	10.81	11.73	8.05	4.87	0.72	[illegible]	57.87
		Khulna	Satkhira	25—26	0.40	1.08	2.21	2.98	6.10	11.75	12.39	11.62	8.20	4.68	[illegible]	0.25	[illegible]
			Bagerhat	24—25	0.56	1	1.70	[illegible]	6.70	14.00	14.40	[illegible]	9.11	5.37	[illegible]	0.22	69.81
			Khulna	24—25	0.50	1.21	2.03	2.08	6.50	12.11	11.55	11.47	9.24	4.50	0.86	0.34	63.37
North Bengal	Rajshahi	Rajshahi	Boalia	26	0.41	0.81	0.93	1.60	5.25	9.91	11.59	11.01	10.38	4.11	0.31	0.07	56.50
			Nator	25—26	0.61	0.9	1.09	2.47	7.50	10.62	12.78	11.63	11.14	4.09	0.51	0.08	63.66
			Naugaon	12—13	0.46	[illegible]	[illegible]	[illegible]	6.27	11.31	12.0	[illegible]	[illegible]	3.14	0.49	0.3	[illegible]
			Talpur	10—11	0.37	[illegible]	1.58	2.00	6.71	7.62	9.86	[illegible]	8.85	2.62	[illegible]	0.08	51.09
			Manda	10—11	0.42	0.41	0.84	1.40	5.25	8.93	12.00	9.65	9.44	[illegible]	0.43	0.01	52.70
		Dinajpur	Mahadebpur	17—18	0.42	[illegible]	0.88	1.39	6.15	11.48	12.21	11.01	11.14	3.54	0.33	0.13	60.12
			Churaman	16—18	0.40	0.5	0.32	1.18	[illegible]	[illegible]	14.51	11.01	12.40	3.14	[illegible]	0.09	60.26
			Raiganj	19—20	0.64	0.50	0.67	1.32	5.63	[illegible]	15.5	13.22	11.11	3.66	0.09	0.10	65.05
			Dinajpur	26	0.45	0.1	[illegible]	2.04	7.40	15.19	14.38	[illegible]	11.39	4.55	0.09	0.08	69.90
			Balurghat	13—14	0.39	[illegible]	0.66	1.60	5.77	[illegible]	13.00	9.60	10.44	3.64	0.13	0.13	57.19
		Jalpaiguri	Jalpaiguri	25—26	0.53	[illegible]	1.50	4.11	11.90	28.42	29.24	27.74	22.37	5.32	0.16	0.09	127.78
			Alipore Dooar	9—10	0.58	0.60	1.63	7.17	14.79	[illegible]	31.91	25.03	20.62	4.18	0.56	0.02	[illegible]
			Falacotta	9—11	0.89	[illegible]	[illegible]	[illegible]	[illegible]	24.28	[illegible]	25.40	18.60	4.36	0.21	0.01	[illegible]
			Debiganj	9—10	0.73	0.60	1.00	3.80	9.71	21.23	22.52	16.80	14.35	3.93	0.12	0.03	94.91
		Darjeeling	Buxa	25—26	1.24	1.02	3.04	8.97	20.37	41.93	51.00	43.08	30.07	10.60	0.66	0.44	[illegible]
			Siliguri	12—13	0.60	[illegible]	1.22	4.21	10.15	25.40	[illegible]	25.37	17.90	5.04	0.37	0.09	123.27
			Darjeeling	25—26	0.67	[illegible]	[illegible]	4.61	8.50	23.09	32.45	25.61	17.31	3.83	0.29	0.33	[illegible]
			Kalimpong	12—14	0.94	0.79	1.40	3.50	6.48	17.75	26.06	[illegible]	13.94	3.09	0.30	0.24	[illegible]
		Cooch Behar	Dinhatta	16—17	0.55	0.48	1.0	5.15	14.04	28.02	18.85	17.67	18.89	5.68	0.12	0.15	111.20
			Cooch Behar	24—25	0.47	0.45	1.60	[illegible]	15.19	[illegible]	26.04	22.30	20.38	5.22	0.14	0.07	131.77
			Mekliganj	16—17	0.45	[illegible]	1.28	4.23	13.00	6.90	24.08	25.19	18.85	4.71	0.05	[illegible]	[illegible]
			Mathabhanga	16—17	0.38	0.51	1.80	4.70	13.74	29.10	27.18	24.42	19.38	6.33	0.20	0.09	128.01
		Rangpur	Bhawaniganj (*Gaibanda*)	25	0.40	0.12	1.33	3.01	9.47	15.94	13.05	10.63	12.51	5.05	0.16	0.12	[illegible]
			Rangpur	26	0.61	0.44	1.24	3.37	[illegible]	18.62	16.30	12.41	13.73	5.44	0.13	0.09	[illegible]
			Kurigram	20—21	0.51	0.40	1.79	[illegible]	12.48	22.44	15.82	11.23	13.15	4.40	0.17	0.15	[illegible]
			[illegible] (*Nilphamari*)	19—21	0.55	0.57	1.10	[illegible]	10.11	23.01	[illegible]	15.06	14.46	[illegible]	0.06	0.12	[illegible]
			Ulipur	10—11	0.33	0.37	1.23	4.31	13.46	17.54	12.70	10.28	[illegible]	4.14	0.06	0.10	[illegible]
		Bogra	Sherpur	19—20	0.36	1.01	1.26	2.31	8.10	11.82	12.70	12.30	10.07	4.11	0.71	0.12	[illegible]
			Nowkhilla	19—20	0.41	1.00	1.18	2.43	8.22	12.90	11.62	10.67	9.06	4.55	0.73	0.10	[illegible]
			Bogra	26	0.47	0.97	1.00	2.46	8.08	13.36	13.40	11.97	10.86	3.74	0.66	0.20	[illegible]
			Panchbibi	19—20	0.41	0.70	1.00	1.90	7.35	12.13	12.37	11.21	11.90	4.25	[illegible]	0.12	[illegible]
		Pabna	Pabna	26	0.33	1.13	1.60	3.14	7.46	10.58	10.75	11.41	9.57	4.05	0.65	0.10	[illegible]
			Sirajganj	25—26	0.45	1.02	1.38	3.05	8.04	11.12	11.50	10.98	9.10	4.33	0.60	[illegible]	[illegible]

Meteorological division	Division	District	Station	Number of years	January	February	March	April	May	June	July	August	September	October	November	December	Total
East Bengal	Dacca	Dacca	Munshiganj	23—24	0 40	1 6	[illegible]	4 90	0 53	14 68	14 81	18 92	10 86	5 28	1 20	0 28	69 98
			Dacca	26	0 38	1 24	2 08	[illegible]	[illegible]	13 13	13 04	12 04	8 85	4 02	1 08	0 18	70 79
			Narayanganj	12 13	0 34	1 70	2 67	5 7	11 8	13 08	13 74	12 88	8 1	4 42	1 74	0 25	73 76
			Manikganj	8—24	0 46	1 30	1 91	[illegible]	[illegible]	10 31	11 07	11 19	7 20	3 89	1 10	0 10	[illegible]
			Jaydebpur	10—11	0 48	1 10	2 46	4 08	[illegible]	12 45	11 75	13 73	7 97	3 89	1 98	0 03	71·98
		Mymensingh	Kishorganj	25 26	[illegible]	0 94	2 08	5 31	11 80	18 39	13 51	13 07	12 48	4 91	0 31	0 24	85 85
			Atia (*Tangail*)	25—26	0 45	1 1	1 19	1 6	8	[illegible]	[illegible]	11 30	8 70	4 68	0 77	0 09	68 00
			Mymensingh	6	[illegible]	1 13	2 08	4 14	1	15 18	15 56	14 46	12 94	5 02	0 61	0 18	87 28
			Jamalpur	27 28	0 44	1 7	1 86	3 80	9 1	[illegible]	13 13	13 94	12 88	4 18	0 53	0 30	78 45
			Netrakona	13	0 10	1 8	3 46	5 8	1 0	[illegible]	15 74	17 81	13 32	6 18	0 87	0 18	101 31
			Subarnakhali	10 11	0 33	[illegible]	1 8	[illegible]	[illegible]	11 8	[illegible]	10 79	9 71	3 60	1 09	0 12	82 70
			Durgapur	9—11	0 50	[illegible]	2 53	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	18 44	6 18	0 52	Nil	115 28
			Diwanganj	10—11	0 34	[illegible]	1 29	[illegible]	[illegible]	17 31	[illegible]	11 54	10 43	4 56	0 61	Nil	74 02
		Faridpur	Madaripur	25 28	[illegible]	[illegible]	2 63	[illegible]	[illegible]	[illegible]	11 91	11 3	7 68	4 59	1 00	0 18	[illegible]
			Faridpur	26	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	8 06	4 09	1 18	0 11	68 54
			Goalundo	24 25	0 41	[illegible]	2 16	5 04	[illegible]	11 85	11 43	10 58	7 54	4 26	1 18	0 09	65 01
		Backergunge	Patuakhali	[illegible]	[illegible]	[illegible]	1 90	5 01	8 1	[illegible] 87	29 00	17 54	13 14	6·25	1 54	0 52	103 58
			Pirojpur	[illegible]	[illegible]	[illegible]	1 19	[illegible]	[illegible]	[illegible]	[illegible]	13 78	[illegible]	[illegible]	1 28	[illegible]	78 70
			Barisal	[illegible]	[illegible]	1 13	[illegible]	[illegible]	[illegible]	[illegible]	15 6	[illegible]	[illegible]	[illegible]	1 27	0 30	77 97
			Gaurnadi	10 11	[illegible]	[illegible]	[illegible]	4 41	[illegible]	[illegible]	[illegible]	13 80	7 5	[illegible]	1 18	0 13	68 70
			Bhola	18—1[ill]	[illegible]	1	[illegible]	[illegible]	7	[illegible]	17 57	[illegible]	[illegible]	[illegible]	1 34	0 63	87 07
			Bauphal	10 11	[illegible]	[illegible]	1 89	[illegible]	[illegible]	[illegible]	[illegible]	16 83	11 02	7 04	1 17	0 33	[illegible]
	Chittagong	Hill Tippera	Agartala	23—2[ill]	0 58	1 05	4 07	[illegible]	[illegible]	14 43	[illegible]	[illegible]	10 05	5 08	1 34	[illegible]	77·02
		Tippera	Comilla	[illegible]	[illegible]	[illegible]	[illegible] 16	[illegible]	[illegible]	[illegible]	16 38	16 40	[illegible]	5 20	1 14	0 30	89 30
			Chandpur	17 1[ill]	[illegible] 44	1 1	[illegible]	4	[illegible]	10 28	11 70	17 5	[illegible]	6 13	1 11	0 30	86 65
			Brahmanbaria	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	11	[illegible] 14	11 7	[illegible]	10 77	4 94	0 52	0 24	78 87
			Ramchandrapur	11 11	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	10 34	7 2	[illegible]	[illegible]	0 19	[illegible]
			Nasirnagar	[illegible] 11	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	11 47	[illegible] 47	[illegible]	[illegible]	0 10	71 98
			Daudkandi	10	[illegible]	[illegible]	2 01	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	6 51	3 1	1 10	Nil	[illegible]
			Kasba	[illegible] 11	0 3	[illegible]	[illegible]	6 1	[illegible]	14 31	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0 05	70 02
			Laksam	10—11	0 30	1 06	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	9 19	4 19	1 13	0 14	79 73
		Noakhali	Noakhali	[illegible]	0 47	[illegible]	3 40	4 9	[illegible]	[illegible]	31 74	24 09	[illegible]·77	7 70	1 81	0 60	118 92
			Feni	[illegible] 20	[illegible]	1	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible] 72	[illegible]·41	6 50	1 61	[illegible]	118 06
			Harishpur	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	17 1	[illegible]	1 48	0 75	135 77
			Ramganj	10 11	[illegible]	1 1	[illegible]	[illegible]	[illegible]	[illegible] 00	[illegible] 8	17 72	9 5	6 47	1 44	0 20	87 74
		Chittagong	Cox's Bazar	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1	[illegible]	[illegible]	[illegible] 97	11 14	7 95	2 21	0 34	140 78
			Chittagong	6	[illegible]	0 51	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	12 11	[illegible] 14	1 63	0 77	105 28
			Kutubdia	[illegible] 11	[illegible]	[illegible] 8	[illegible]	[illegible]	1 13	[illegible]	[illegible] 71	21 07	10 48	7 51	2 88	0 39	110 29
			Satkania	[illegible] 11	[illegible] 37	[illegible]	[illegible]	[illegible]	1	[illegible]	[illegible]	16 7	[illegible]	6 09	1·91	[illegible]	98 40
			Kudala	[illegible]	[illegible]	[illegible] 71	[illegible]	4 0	1 7	[illegible]	[illegible]	[illegible] 35	[illegible]	5 03	1 89	0 84	96 81
		South Lushai Hills	Rangamatia	26	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	17 97	18 58	18 08	11 50	[illegible]	1 80	0 56	[illegible]
Bihar	Patna	Patna	Patna	[illegible]	[illegible]	[illegible]	[illegible]	0	[illegible]	[illegible]	[illegible]	11 30	7 40	[illegible]	0 17	[illegible]	45 14
			Dinapore	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	6	[illegible]	[illegible]	[illegible]	[illegible]	0 23	0 13	45 06
			Bihar	[illegible]	[illegible]	0 1	[illegible]	[illegible]	1	[illegible]	[illegible]	[illegible]	6 17	2 01	0 21	0 10	[illegible]
			Barh	[illegible]	0	[illegible]	0	0 1	[illegible]	[illegible]	12 1	10 1	7 5	2 5	0 21	0 09	[illegible] 17
			Bikram	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	12 1	[illegible]	[illegible]	[illegible]	0 41	0 12	[illegible]
			Hilsa	[illegible] 10	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	11 61	[illegible]	[illegible]	0 07	0 01	44 10
		Gaya	Aurangabad	5—21	0	[illegible]	0 43	0 1	[illegible]	[illegible] 40	[illegible]	13 43	[illegible] 80	2 47	0 25	0 25	44 51
			Gaya	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	13 10	[illegible]	[illegible] 80	2 7	[illegible]	0 15	45 16
			Nawadah	[illegible] 26	0 18	[illegible]	[illegible]	[illegible]	1	[illegible]	[illegible]	[illegible]	[illegible] 43	[illegible]	0 16	0 17	[illegible]
			Jahanabad	[illegible]	0 7	0	0 37	0 1	1	[illegible]	[illegible]	12 60	[illegible] 87	2 87	0 27	0 13	[illegible]
			Arwal	10 11	0 70	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0 10	[illegible]	43 64
			Daudnagar	[illegible] 11	[illegible]	[illegible]	0 17	0	[illegible]	[illegible]	[illegible]	11 31	[illegible]	[illegible]	[illegible]	0 20	[illegible]
			Sherghati	[illegible] 11	0 72	[illegible] 7	[illegible]	0 0	[illegible]	[illegible]	[illegible]	11 46	7 40	3 09	[illegible]	0 06	[illegible]
			Rajauli	8 11	[illegible]	[illegible]	[illegible]	[illegible]	1	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0 34	0 17	41 02
			Pakri Barawan	10 11	0 7	[illegible]	[illegible]	0 0	[illegible]	[illegible]	[illegible]	[illegible] 36	5 61	1 41	0 10	0 11	[illegible]·01
		Shahabad	Buxar	26	[illegible]	0 50	[illegible]	[illegible]	[illegible]	[illegible] 20	[illegible]	[illegible]	7 17	3 28	0 46	0 18	[illegible]
			Dehri	[illegible] 13	[illegible]	[illegible]	0 60	[illegible]	[illegible]	5 1	[illegible]	[illegible]	6 41	2 03	0 28	[illegible]	43 11
			Bhabhua	[illegible]	[illegible]	[illegible]	0	0	[illegible]	[illegible]	[illegible]	[illegible]	6 31	2 03	0 9	0 25	43 21
			Sasaram	[illegible]	[illegible]	[illegible]	[illegible] 6	0 1	1	[illegible]	[illegible]	[illegible] 27	6 8	3 05	0 25	0 21	41 52
			Arrah	[illegible]	0 7	[illegible]	[illegible]	[illegible]	1	[illegible] 4	[illegible] 11	11 51	7 19	2 99	0 20	0 16	[illegible]
			Mohania	10 11	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	11 31	[illegible]	6 12	2 38	0 31	0 21	41 48
		Saran	Gopalganj	16 18	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	12 43	10 77	[illegible]	3 08	0 18	0 11	[illegible]
			Siwan	[illegible]	0 60	[illegible]	0 7	0 1	[illegible]	7 6	11 04	11 54	6 57	[illegible]	0 32	0 10	46 47
			Chapra	[illegible]	0 65	0 44	[illegible]	[illegible]	1 4	[illegible] 8	[illegible]	10 37	6 04	[illegible] 18	[illegible]	0 14	42 43
		Champaran	Motihari	[illegible]	0 71	[illegible]	[illegible]	0 7	[illegible]	[illegible]	[illegible]	12 19	9 15	3 89	0 13	0 15	[illegible]
			Bettiah	[illegible]	[illegible]	0 1	[illegible]	[illegible]	[illegible]	11	[illegible]	12 0	[illegible]	3 30	[illegible]	0 17	[illegible]
			Bagaha	10—11	0 50	[illegible]	0 7	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	10 80	3 73	0·31	0 10	[illegible]
			Burhurwa	[illegible] 11	0 75	[illegible]	0 40	0 31	1	[illegible]	11 12	[illegible]	[illegible]	2 71	0 11	0 18	[illegible]
		Muzaffarpur	Sitamarhi	25—2[ill]	0 67	[illegible]	0 50	1 0		[illegible]	[illegible]	[illegible]	8 07	2 60	0 18	0 08	48 61
			Muzaffarpur	[illegible]	[illegible]	[illegible]	0 10	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	3 11	0 17	0 10	[illegible]
			Hajipur	[illegible]	[illegible]	[illegible]	0 41	0	[illegible]	[illegible]	1 19	[illegible]	7 48	3 53	0 17	0 06	[illegible]
			Paru	10—11	0 57	[illegible]	0 32	0 1	[illegible]	[illegible]	11 71	[illegible]	[illegible] 27	1 84	0 11	0 12	[illegible]
			Mahuwa	10 11	[illegible]	[illegible]	[illegible]	0 1	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	2 1	[illegible]	0 07	44 40
			Shiuhar	10 11	[illegible]	[illegible]	0 17	[illegible]	1	7·07	11 18	[illegible]	[illegible]	3 29	[illegible]	0 07	[illegible]
			Pupri	7 11	0 75	0 43	0 54	[illegible]	[illegible]	5 10	14 00	11 60	[illegible] 84	1 90	Nil	0 08	[illegible]
		Darbhanga	Tajpur	[illegible]	0 73	[illegible]	[illegible]	[illegible]	1	[illegible]	[illegible]	10 51	8 10	[illegible]	[illegible]	0 05	[illegible]
			Darbhanga	5 [ill]	[illegible]	[illegible]	0 3	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	2 81	0 07	0 12	[illegible]
			Madhubani	[illegible] 5	[illegible] 70	0	0 41	[illegible]		[illegible] 38	[illegible]	11 00	9 2	[illegible]	0 08	0 05	49 96
			Bahera	10 11	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	12 09	1 19	0 10	0 07	[illegible]
			Rosera	10 11	0 52	0 16	[illegible]	[illegible]	1	6 08	12 35	14 34	[illegible]	1 15	0 14	0 13	[illegible]
	Bhagalpur	Monghyr	Begusarai	25 21	[illegible]	[illegible]	0 34	0 47	[illegible]	6 55	11 83	[illegible]	7 50	2 71	[illegible]	0 06	[illegible]
			Monghyr	[illegible]	0	[illegible]	[illegible]	[illegible]	[illegible]	6 04	[illegible]	12	[illegible]	[illegible]	0 11	0 06	[illegible]
			Jamui	[illegible] 26	[illegible]	[illegible]	0 41	0 41	[illegible]	7 57	13 00	11 47	[illegible]	[illegible]	0 10	0 06	[illegible]
			Gogri	10—11	1 1	1 20	0 1	[illegible]	[illegible]	6 70	15 90	13	[illegible]	1 50	[illegible]	0 13	[illegible]
			Shaikhpura	10 11	[illegible]	0 47	0 51	0 03	[illegible]	7 30	11 01	11 06	[illegible]	2 2	0 12	0 18	[illegible]
		Bhagalpur	Madhipura	23—26	[illegible]	0 72	0 42	[illegible]	[illegible]	8 29	[illegible]	12 05	[illegible]	3 29	0 06	0 06	[illegible]
			Supaul	[illegible]—26	[illegible]	0 46	[illegible]	[illegible]	[illegible]	8	13 24	12 78	[illegible]	[illegible]	0 04	0 08	51 59
			Pratapganj	[illegible]—11	[illegible]	0 11	[illegible]	[illegible]	[illegible]	[illegible]	16 12	13 9	11 04	1 75	0 06	0 08	[illegible]
			Bhagalpur	26	[illegible]	0 62	0 40	[illegible]	[illegible]	[illegible]	13 73	10 80	7 37	2 80	0 21	0 07	46·78
			Banka	25 26	[illegible]	[illegible]	0 51	[illegible]	[illegible]	[illegible]	11 03	10 50	[illegible]	3 18	0 16	0 10	47 02
			Colgong	10—11	0 61	[illegible]	0 52	0 78	[illegible]	8 05	[illegible]	10 59	9 01	2 00	0·09	[illegible]	49 17
		Purnea	Kishanganj	24—25	0 64	0 48	[illegible]	1 78	[illegible]	15 36	18 71	16 66	14·04	3 30	0·05	0 11	77·81
			Araria	24 25	0 49	0 51	0 63	[illegible]	5 47	13 17	17 10	14 85	11 45	3 30	0·06	0 07	[illegible]
			Purnea	24—2[ill]	0 19	0 50	0 40	[illegible]	[illegible]	10 71	15 12	13 90	13 28	3 37	0·08	0 11	64·17
			Gondwara (Korah)	9 11	0 86	0 18	0 54	1 12	5 12	9 10	14 80	13 07	9 06*	[illegible]	0·00	0·09	[illegible]
			Kaliaganj	9—11	0 42	0 38	0 70	[illegible]	6 87	16 96	23 18	21 48	14 76	3 04	0 09	0·13	[illegible]

Meteorological division.	Division.	District	Station	Number of years.	January	February	March	April	May	June	July	August	September	October	November	December	Total.
Bihar—concld.	Bhagalpur—concld.	Malda	Malda	26	0.52	0.61	0.80	1.12	4.08	10.34	11.95	10.26	10.85	4.46	0.20	0.12	55.67
			Chanchal	18—22	0.59	0.73	0.52	1.06	4.57	11.37	14.74	12.08	10.80	2.72	0.19	0.05	59.32
			Gajol	10—11	0.49	0.46	0.58	1.21	5.64	7.07	14.96	12.10	12.78	2.61	0.16	0.02	57.11
			Sibganj	10—11	0.71	0.70	0.67	0.84	6.25	9.03	11.08	10.17	10.62	4.65	0.61	0.05	55.68
		Sonthal Parganas	Rajmahal	24—25	0.25	0.91	0.80	1.16	4.63	9.76	12.70	10.19	11.18	3.20	0.12	0.04	54.94
			Godda	23—24	0.47	0.67	0.53	0.46	3.61	7.53	12.23	10.72	8.87	2.57	0.31	0.09	48.26
			Pakaur	19—22	0.42	0.52	0.64	0.74	4.79	10.65	13.59	12.00	12.28	4.90	0.45	0.06	61.15
			Naya Dumka	24—25	0.60	0.79	0.85	0.96	3.50	9.22	13.71	13.63	9.51	4.23	0.37	0.17	57.64
			Deoghur	26	0.47	0.73	0.71	0.92	2.45	8.33	13.00	1 .13	8.28	3.81	0.24	0.12	52.48
			Jamtara	20—23	0.46	0.56	0.95	0.66	3.49	9.26	14.40	12.72	7.69	3.87	0.30	0.17	55.01
			Naniha	10—11	0.52	0.50	0.94	0.48	2.56	6.39	11.58	8.34	6.45	1.96	0.31	0.11	40.38
Orissa	Orissa	Cuttack	Jagatsingpur	22—25	0.38	0.70	1.07	0.51	3.69	7.75	11.66	11.93	10.18	6.54	3.09	0.26	56.26
			Banki	18	0.26	0.6	1.53	0.48	2.91	10.25	10.98	10.84	9.72	4.80	1.81	0.54	54.72
			Cuttack	26	0.32	0.	1.41	1.15	4.41	11.53	12.91	12.37	11.07	5.64	1.73	0.26	60.42
			False Point	25—26	0.57	0.86	0.98	1.77	4.83	9.37	13.41	13.56	11.56	9.19	3.23	0.59	69.87
			Kendrapara	25—26	0.39	0.98	0.94	1.10	4.90	9.41	11.88	12.71	10.05	6.69	2.07	0.35	60.74
			Jajpur	23—25	0.37	1.08	1.23	1.67	5.47	9.80	12.70	11.50	9.80	6.07	1.27	0.40	60.51
			Dharmsala	10—11	0.42	0.5	1.53	1.10	5.75	10.43	10.57	12.72	9.98	4.75	2.06	0.04	59.90
			Salipore	9—11	0.24	0.41	1.01	0.56	4.58	10.83	9.99	13.69	9.72	4.68	2.43	0.18	58.56
		Balasore	Akhyapada	11—12	0.38	0.67	1.73	1.47	4.71	9.15	10.05	12.90	10.14	3.99	1.30	0.12	57.30
			Chandbali	22—23	0.41	0.97	1.14	1.07	5.36	7.72	11.78	11.47	11.36	5.76	2.24	0.41	59.69
			Bhadrak	25—26	0.36	1.29	1.54	1.96	5.68	9.38	11.62	11.00	10.44	4.92	1.38	0.28	60.07
			Soro	22—23	0.33	1.00	1.67	1.74	5.65	8.02	11.22	10.44	10.84	5.12	1.17	0.09	57.32
			Balasore	26	0.39	1.11	1.45	2.27	5.36	9.07	13.04	11.80	12.95	6.74	1.32	0.28	65.17
			Jellasore	22—25	0.51	1.10	1.22	1.40	4.18	8.63	13.60	10.71	11.16	4.47	0.72	0.12	57.82
			Baripada	17	0.30	0.89	1.49	1.	4.93	10.52	13.03	11.96	11.64	4.60	1.05	0.13	62.18
		Puri	Puri	20	0.28	0.78	0.61	0.45	3.02	8.06	9.80	10.35	10.36	8.90	3.48	0.80	56.92
			Khurda	25—27	0.29	0.	1.18	0.55	3.43	9.84	12.83	12.54	10.92	6.60	4.04	0.42	61.22
			Bhanpur	16—17	0.33	1.31	1.13	0.74	2.34	7.93	10.61	11.84	10.16	6.55	2.51	0.44	56.29
			Gop	9—11	0.25	0.51	0.62	0.11	4.40	7.61	10.54	12.06	11.65	6.92	5.08	0.34	60.16
			Pipli	9—10	0.33	0.38	0.82	0.20	3.50	8.17	10.92	13.58	10.50	5.60	4.05	0.22	56.42
Chota Nagpur	Chota Nagpur	Hazaribagh	Pachamba (*Giridih*)	23—26	0.45	0.82	0.74	0.63	2.59	8.80	12.70	12.41	8.42	3.25	0.28	0.18	51.17
			Hazaribagh	25—26	0.50	0.82	0.75	0.41	2.36	7.63	14.18	13.11	8.76	3.41	0.29	0.22	52.32
			Barhi	10—11	0.79	0.75	0.83	0.34	2.04	5.	13.21	13.15	7.79	3.16	0.21	0.21	45.68
			Chatra	10—11	0.73	1.16	0.42	0.14	3.57	6.50	16.20	12.50	5.12	2.91	0.29	0.23	53.17
			Karagdeha	10—11	0.26	0.91	1.17	0.56	2.63	8.8	15.37	14.21	9.46	3.11	0.48	0.11	57.00
			Ramgarh	9—11	0.44	0.90	0.65	0.20	3.14	7.97	14.61	15.11	8.51	4.33	0.79	0.21	57.30
		Lohardaga	Lohardaga	12—13	0.74	0.86	1.02	0.32	2.03	8.13	12.89	13.09	9.45	2.58	0.49	0.27	51.87
			Ranchi	25—26	0.52	1.21	1.36	0.64	2.89	8.48	14.30	13.84	9.62	3.05	0.43	0.21	56.47
			Silli	8—11	0.60	0.18	1.05	0.54	3.50	7.73	13.71	14.08	7.22	1.74	0.32	0.21	50.87?
			Sirguja	13—15	1.00	1.	0.83	0.28	0.82	0.57	17.61	21.30	7.40	1.75	0.70	0.29	65.50
			Jashpur	13—14	0.78	0.96	1.29	0.29	1.75	11.58	16.24	16.01	10.39	4.23	0.53	0.31	65.18
			Gangpur	13—14	0.39	0.96	1.04	0.73	1.03	9.66	16.74	15.62	8.58	2.44	0.50	0.36	58.46
		Palamau	Palamau (*Daltonganj*)	25—26	0.72	0.19	0.70	0.24	1.15	6.03	13.92	13.36	7.79	2.50	0.37	0.21	46.48
			Balumath	10—11	0.37	0.7	0.59	0.22	1.18	7.88	15.19	14.87	9.43	3.07	0.43	0.39	54.35
			Husainabad	8—11	0.63	0.47	0.35	0.10	1.12	6.14	15.61	13.13	7.20	2.40	0.34	0.25	47.73
			Garhwa	10—11	1.06	0.55	0.74	0.07	1.45	5.72	12.86	15.84	6.86	3.05	0.21	0.31	48.60
		Manbhum	Purulia	25—26	0.46	1.11	1.17	0.94	3.49	9.53	13.10	13.15	8.04	2.83	0.33	0.17	54.36
			Gobindpur	20—26	0.60	1.02	0.80	0.69	2.71	9.44	14.68	11.96	7.42	3.26	0.27	0.15	53.09
			Raghunathpur	10—11	0.52	0.17	0.89	0.63	3.77	7.91	14.39	13.90	7.74	1.94	0.68	0.11	53.19
			Barabhum	10—11	0.34	0.8	1.05	1.35	3.02	9.32	12.63	11.40	6.89	2.15	0.74	0.16	49.81
			Jhalda	9—11	0.40	0.89	1.57	1.30	2.71	9.24	12.25	16.66	7.65	3.75	0.35	0.20	54.96
			Chas	9—11	0.61	0.50	0.90	0.99	3.09	8.11	13.18	13.43	8.97	3.61	0.46	0.15	53.26
		Singhbhum	Chaibassa	25—26	0.58	0.97	1.27	0.77	3.96	8.53	13.48	13.04	8.05	2.72	0.46	0.28	54.09
			Chakradharpur	8—11	0.35	0.95	0.58	0.76	3.15	7.94	14.27	11.27?	6.51	2.38	0.60	0.29	48.70?
			Ghatsila	10—11	0.59	1.03	1.28	0.88	4.13	9.71	13.91	14.46	8.81	3.41	0.83	0.28	59.12
			Baharagura	10—11	0.12	0.80	1.41	1.20	4.41	10.58	11.80	10.88	9.27	3.02	0.75	0.25	54.45
		Orissa Tributary Mahals	Keonjhur	13—14	0.18	0.62	0.59	0.82	2.13	8.35	9.67	8.89	6.36	2.40	1.06	0.21	45.28
			Talchar	14—15	0.22	0.90	1.34	0.78	2.44	9.27	14.01	10.43	8.88	2.74	1.26	0.24	52.57
			Narsingpur	9—10	0.26	0.35	0.90	0.43	1.92	9.83	9.58	8.83	8.41	4.17	1.64	0.07	46.39
		Angul	Angul	14—15	0.23	0.94	1.38	0.91	2.57	10.41	11.31	10.16	9.12	4.36	1.34	0.41	52.87
			Dhenkanal	14—15	0.32	0.71	1.28	0.44	2.93	10.84	13.10	12.17	10.46	4.13	1.40	0.34	58.26
			Bishpara	14—15	0.36	0.31	0.84	0.59	1.87	10.27	14.25	10.34	10.38	4.95	1.06	0.22	56.14
			Kunjabongarh	13—15	0.24	0.29	1.36	1.48	3.37	9.03	11.75	9.65	10.79	5.50	1.42	0.13	55.03

METEOROLOGICAL OFFICE, BENGAL,
The 3rd March 1901.

C LITTLE,
Meteorological Reporter to the Govt. of Bengal.

III.—Comparison Table of the Rainfall of 1900 at 254 Rainfall-recording Stations in Bengal with the Averages of previous years

Meteorological Division.	Division.	District	Station	January	February	March	April	May	June	July	August	September	October	November	December	Total
South West Bengal.	Burdwan.	Burdwan	Kalna	−0·37	+1·34	−0·98	+1·65	+3·20	−1·10	−2·02	+1·12	+11·00	−2·08	−0·98	+0·05	+11·01
			Burdwan	−0·28	+1·86	−1·38	+1·38	+0·30	−0·55	−3·0	−2·58	+3·51	−3·46	−0·97	+0·05	−0·0
			Katwa	0·11	+0·07	−7·30	+0·80	+0·86	0·3	−0·15	−0·44	+11·6	−3·01	−0·69	−0·08	+7·76
			Raniganj	+0·19	−1·12	−0·82	+4·70	+0·90	−4·80	7·18	−3·52	+9·16	−2·58	−0·40	+0·01	−5·82
			Mankur	−0·54	−0·72	0·81	+3·18	+0·90	−0·6	10·18	+0·54	+15·10	−1·06	−0·70	−0·09	+4·60
		Birbhum	Suri	+0·10	−0·63	−0·07	+1·10	+1·91	7·8	9·75	−3·01	+0·20	−2·53	−0·46	−0·11	−3·97
			Hetampur*	0	+0·47	0·74	+0·71	+0·12	7·0	−3·02	−3·52	+14·5	−2·35	−0·58	−0·07	+0·21
			Rampur Hat	+0·30	+0·86	−0·00	−0·54	−1·60	4	0·07	−2·07	+7·94	−2·21	−0·45	−0·13	−2·36
			Bolpur	+0·07	−0·11	1·28	+1·58	+1·55	−3·71	6·19	2·79	+10·59	−2·65	−0·94	−0·09	−0·79
		Bankura	Bankura*	−0·18	+0·85	−1·11	+3·38	+1·24	−4·9	−7·77	−2·17	+10·60	−3·57	−0·52	+0·02	−3·85
			Vishnupur	−0·14	+1·[illegible]	−0·09	+1·31	−0·52	−8	6·81	−1·09	+9·52	−2·11	−0·56	+0·38	−2·98
			Maliara	+0·04	−0·74	−0·79	+3·15	+0·86	6·11	−10·4	9·01	+7·02	−1·80	−0·81	+0·09	−11·68
			Khatra	−0·12	0	−0·77	+0·29	−0·97	−7·5	−8·9	4·77	+15·35	−2·47	−1·07	−0·09	−10·60
			Indas	−0·28	+1·79	−1·10	+1·38	−2·10	0·79	7·0	−2·98	+21·18	1·90	−0·89	−0·10	−0·98
			Kotalpur	−0·42	+1·73	−0·91	+4·84	−2·14	3	−3·14	−5·79	+8·2	2·17	−0·73	+0·10	−7·89
			Onda	+0·03	−0·16	−0·34	+0·32	+2·42	−3·01	−7·7	3·79	+10·11	−2·08	−0·37	+0·90	−2·89
			Gangajalghatty	0	0·4	−0·87	+5·02	−1·61	6·1	7·77	1·53	+3·73	−1·81	−0·94	+0·07	−13·92
			Raipur	−0·13	+0·23	+0·40	+2·01	+0·41	15	6·1	−7·31	+11·78	−4·01	−1·2	−0·18	−8·41
			Sonamukhi	+0·14	−0·48	−0·95	+3·41	−0·78	3·91	7·97	1·77	+10·16	0·86	−0·92	−0·12	+0·05
		Midnapore	Contai	−0·21	1·23	0·73	+0·48	+2·54	+1·5	3·6	+4·85	+15·0	−4·30	−1·77	+0·94	+14·98
			Tamluk	−0·30	+0·08	−1·30	+1·22	+4·71	7·31	−5·79	−2·18	+17·95	−2·13	−0·81	−0·16	+7·86
			Midnapore	−0·47	−0·71	+0·30	+0·42	+0·61	−3·11	+3·80	+2·31	+14·02	−2·50	−0·62	+0·35	+18·20
			Ghatal	−0·34	+0·49	+0·03	+2·35	+1·58	1	−6·9	2·71	+8·85	−3·68	−0·65	0·04	−3·09
			Kukrahaty	−0·37	−1·3	0·92	+0·93	+1·78	11	4·45	−0·12	+37·46	−1·01	−1·27	−0·01	+16·96
			Garhbeta	0·09	+1·74	−1·31	+2·02	−2·46	−4·7	10·66	−0·97	+6·25	−3·30	−0·62	+0·20	1·76
		Hooghly	Serampore	−0·57	0·30	−0·10	+1·86	−1·30	+0·0	−2·10	+7·81	+28·40	−2·71	−0·78	+0·01	+39·58
			Hooghly	−0·76	−0·68	0·74	+1·11	−1·00	+3·1	6·0	+4·89	+26·84	−3·52	−0·77	−0·26	+17·85
			Jahanabad	−0·24	−0·43	−1·18	+2·02	+0·70	−3·51	6·80	−8·10	6·80	−3·60	−0·54	+0·17	−16·49
		Howrah	Howrah	0·46	−0·34	1·17	+1·30	−1·50	1	6·0	+4·46	+34·08	−4·99	−0·61	−0·12	+26·02
			Mohesroka	−0·2	0·10	0·31	+0·86	−1·07	+0·1	6·1	+1·17	+19·82	+2·05	−0·04	+0·24	+12·44
	Presidency.	24 Parganas	Saugor Island	−0·32	−1·08	−0·84	+0·10	+0·15	+4·7	+3·05	+0·52	+18·64	−2·70	−1·49	−0·21	+18·83
			Diamond Harbour	−0·41	−1·20	−1·81	+1·58	+1·30	+1·1	+1·16	3·10	+34·07	−0·70	−0·92	−0·22	+30·91
			Canning Town	−0·41	−0·[illegible]	−1·62	0·28	+0·93	−1·5	+1	−3·35	+18·92	−2·98	−1·11	−0·06	+12·25
			Alipore Obsy	−0·60	0·63	1·45	+1·01	−1·20	0	4	+3·38	+28·2	−3·51	−0·88	−0·19	+27·83
			Barrackpore	0·26	0·21	−1·01	+2·46	−0·89	1	1·86	+6·5	+32·82	−1·69	−0·88	+0·08	+34·04
			Dum Dum	−0·13	+1·04	−1·0	+1·18	+1·17	4·6	04	+3·65	+9·8	2·53	−0·66	−0·22	+38·71
			Barasat	−0·4	+0·97	−1·74	0·29	−1·90	5·0	−4·61	+20·71	+37·06	+0·67	−0·65	−0·28	+47·44
			Basirhat	−0·30	−0·04	1·30	−1·18	−2·87	1·1	−1·48	+1·60	+28·61	−3·12	−0·69	−0·17	+28·71
		Nadia	Ranaghat	−0·36	+4·9	·67	+0·61	+2·73	−0·3	−4·31	1·96	+19·1	−3·75	−0·96	−0·08	+13·51
			Krishnagar	0·28	+0·04	−1·18	+1·13	−1·00	3·7	−1·95	−0·84	+4·01	−3·52	−0·94	−0·07	+9·04
			Chuadanga	−0·21	+1·51	−1·7	+1·69	−3·31	+3·1	4·01	−3·01	+7·15	−3·08	−1·09	−0·11	−4·99
			Meherpur	−0·06	+0·74	−1·81	+1·27	+1·0	+1·1	1·10	−7·98	+10·27	−1·55	−0·62	−0·18	+4·38
			Kushtia	0·20	+0·20	1·8	−0·44	−1·12	0·0	−1·79	−3·91	+10·08	−3·12	−0·88	−0·14	−3·16
		Murshidabad	Kandi	−0·12	−1·9	−0·09	−0·07	1·92	1·4	11·75	−0·8	+11·85	−1·88	−0·81	−0·17	+4·26
			Berhampore	+0·18	+0·98	−0·3	+0·27	−3·41	−1	+0·10	−2·16	+11·83	−3·96	−0·56	−0·12	+6·26
			Lalbag	+0·34	−0·20	−0·08	+1·64	4·8	3·5	+1·94	+0·86	+7·28	−3·79	0·54	−0·10	+1·06
			Azimganj	+0·14	−0·5	−0·94	+0·05	−3·27	+1·11	+5·[illegible]	−1·16	+4·51	−3·34	−0·89	0·00	−0·61
			Jangipur	+0·42	0·90	−0·64	−0·69	1·18	+11	+3·35	−7·47	+2·45	−2·08	−0·37	−0·10	−4·17
			Jalangi	+0·06	+1·8	1·04	+1·8	−3·38	1	—09	4·51	+8·5	1·21	−0·57	−0·10	−1·14
			Akhriganj	+0·18	[illegible]	−1·37	−0·06	−4·91	+0·61	0·5	−4·13	+5·81	−2·98	−0·67	0	−10·43
			Lalkabari	0·07	+0·11	0·90	−1·33	−4·7		−4·30	2·16	+10·8	−3·19	−1·09	−0·04	−9·37
			Dumkal	+0·17	+0·3	−1·40	+2·35	−2·98	+1·07	+3·14	4·66	+4·2	−3·12	−0·63	−0·17	+1·37
		Jessore	Narail	0·02	+2·2	1·28	+0·16	+0·68	1·1	+0·94	+8·06	+17·45	−0·73	−1·00	−0·17	+20·04
			Jessore	−0·77	+4·77	−0·66	−1·80	−0·44	+3·1	−1·14	−1·75	+13·97	+1·61	−1·20	−0·04	+15·77
			Jhenidah	−0·28	+0·27	2·1	−1·64	−3·16	+4·88	+4·[illegible]	−5·31	+12·8	2·11	−1·04	−0·12	+6·92
			Magura	−0·28	+1·74	1·17	+0·71	−0·98	3·1	+3·77	−0·2	+11·05	−2·82	−1·04	−0·11	+6·66
			Bangaon	−0·30	+3·08	−1·32	−0·59	−0·96	−0·01	1·10	−1·78	+20·46	−1·13	−0·72	−0·26	+21·20
		Khulna	Satkhira	−0·13	+0·61	2·91	1·68	+1·81	+0·73	0·9	−1·91	+28·09	−0·69	−0·78	−0·26	+23·87
			Bagerhat	0·8	+1·6	0·7	−1·02	+2·00	+1·77	+4·84	−·31	+26·5	−3·12	−0·89	−0·32	+20·88
			Khulna	0·00	+1·84	1·86	−0·98	+0·75	+0	+2·01	−1·21	+11·41	−1·11	−0·80	−0·24	+8·20
North Bengal.	Rajshahi.	Rajshahi	Boalia	+0·41	+0·10	−0·89	−0·72	−2·67	−1·1	+1·7	−1·0	+4·19	−1·51	−0·31	−0·07	−1·06
			Natore	0·07	0·78	+1·1	−0·47	−3·12	+1·1	+3·11	−3·16	+1·04	−3·84	0·51	−0·07	−4·33
			Naugaon	+0·47	+0·7	−1·18	−0·78	−1·18	+3·1	+2·75	−2·1	−3·9	−3·82	−0·49	−0·13	−6·23
			Lalpur	−0·03	−0·18	−1·48	−1·01	−3·35	+2·21	0·19	+1·72	+0·11	−·7	−0·78	−0·03	+1·66
			Manda	+0·60	+0·60	1·00	0·15	−1·00	+1·1	−4·10	−·73	−3·60	−1·9	0·43	−0·01	−14·04
			Mahadebpur	+0·13	0·10	0·26	+0·46	−3·70	+1·3	+4·0	6·	−3·71	−2·93	−0·38	−0·13	−18·12
		Dinajpur	Churaman	+0·70	+0·73	−0·72	−0·36	+1·04	1·7	+1·45	3·10	+4·17	−2·54	−0·16	−0·08	+5·07
			Raiganj	0·20	−0·11	0·57	−1·44	+0·61	+1·51	+11·0	−0·28	+0·13	1·27	0·00	−0·11	+13·54
			Dinajpur	−1·20	+1·32	−0·75	−1·83	+0·79	+5·1	+6·48	+1·06	+8·70	−4·01	−0·08	+0·10	+16·12
			Balurghat	+0·31	0·02	0·00	+0·26	−2·06	+2·13	−1·24	−3·3	−5·40	2·36	−0·13	−0·13	−13·02
		Jalpaiguri	Jalpaiguri*	0·51	0·31	0·7	−3·77	+3·80	−1·4	+4·1	13·47	−6·01	−5·02	−0·11	−0·09	−24·87
			Alipur Duar	0·78	1·14	+0·84	+0·93	−3·11	1·7	+3·03	14·31	−10·72	−·72	−0·36	−0·04	−36·78
			Fallacotta	−0·54	−0·44	−1·82	−1·42	−3·09	−11·6	−·0	16·42	−10·74	−3·04	−1·1	−0·01	−51·46
			Debiganj	0·71	+1·66	−0·16	−3·02	3·41	−6·55	−4·82	−10·69	−1·15	1·71	−0·12	−0·03	−34·40
		Darjeeling	Buxa	−1·09	−0·41	−1·15	+0·71	−0·98	−19·41	+7·94	14·60	23·15	−7·26	0·03	−0·44	−69
			Siliguri	−0·10	−1·32	−1·85	−0·63	−0·46	−1·55	+1·5	−12·30	+2·93	−9·87	0·37	−0·06	−22·08
			Darjeeling	+1·24	−0·51	+0·26	1·31	−3·57	+6·11	+0·96	7·48	3·29	−6·49	−0·21	+0·12	−13·27
			Kalimpong	−0·12	−0·79	+0·14	2·80	−2·87	+2·37	−2·03	−1·80	−9·70	2·09	−0·30	−0·09	−15·36
		Cooch Behar	Dinhatta	0·30	−0·19	−0·20	3·94	+1·8	6·73	+7·07	18·05	7·49	2·88	−0·19	−0·15	−24·5
			Cooch Behar	−0·17	−0·30	+4·0	5·01	+0·04	19·14	+1·42	16·63	−4·17	−4·06	0·15	−0·07	−40·4
			Mekliganj	−0·47	−0·34	+0·37	−3·35	2·66	1·1	11·59	18·11	−30·0	−3·87	−0·07	−0·12	−53·18
			Mathabhanga	−0·38	+0·01	+1·05	−1·76	−6·06	9·10	3·02	−21·13	−6·66	−4·76	−0·20	−0·09	−53·04
		Rangpur	Bhawaniganj (*Gaibanda*)	+1·23	+0·02	−0·73	−0·43	−0·91	+3·1	+5·31	−6·57	−7·23	−3·16	0·10	−0·12	−8·91
			Rangpur	0·81	+0·30	0·66	−3·11	−1·83	+6·38	+0·28	7·29	−5·27	−3·46	−0·18	−0·08	−9·60
			Kurigram	−0·51	+0·19	−1·14	−4·28	+1·26	−3·17	+12·15	−7·64	−6·30	1·27	−0·17	−0·18	−10·82
			Bagdogra (*Nilphamari*)	−0·57	+1·27	−0·56	−7·30	−2·70	−0·80	+2·95	7·04	−1·70	−1·30	−0·00	−0·18	−15·37
			Ulipur	−0·23	+0·30	+0·76	−3·06	−8·16	+8·0	+19·81	−6·96	−0·94	−3·06	−0·06	−0·10	+6·40
		Bogra	Sherpur	0	−0·86	−1·21	+0·25	−4·67	+8·00	+7·77	−4·93	−4·42	−3·92	−0·71	−0·19	−4·89
			Nowkhilla	−0·13	−0·88	−7·94	+0·91	−0·79	+11·4	+13·21	−6·29	−0·77	−4·19	−0·73	−0·10	+10·72
			Bogra	+0·20	−0·06	−0·96	+1·80	−0·99	+7·15	+5·86	−3·58	−6·18	−0·98	−0·84	−0·10	−7·66
			Panchbibi	−0·16	+0·11	−1·60	+0·46	−4·08	+3·30	+1·06	−6·28	−4·63	−0·76	−0·23	−0·13	−11·36
		Pabna	Pabna	−0·19	+0·15	−1·08	+1·41	−4·24	+3·90	+2·46	−5·27	+6·74	−3·60	−0·65	−0·10	−0·49
			Sirajganj	−0·30	−0·04	−0·38	−0·54	−4·87	+4·89	+3·38	−6·06	−1·31	−2·79	−0·60	−0·13	−11·19

Meteorological division	Division	District	Station	January	February	March	April	May	June	July	August	September	October	November	December	TOTAL
East Bengal	Dacca	Dacca	Munshiganj	−0·48	+0·84	−2·16	−2·18	−4·53	−3·22	−1·75	−0·14	−4·40	−3·30	−1·19	−0·28	−25·31
			Dacca	−0·38	+0·71	0·78	−1·91	−5·63	−1·39	+3·14	−4·33	−3·34	−3·01	−0·93	−0·16	−19·51
			Narayanganj	−0·24	+1·57	0·40	−2·71	−5·48	−3·81	−2·74	−2·85	−3·19	−3·90	−1·74	−0·15	−25·17
			Manikganj	0·48	−0·27	+0·60	−0·00	−4·39	+6·39	+2·36	−2·10	−0·62	−3·01	−1·30	−0·08	−3·60
			Jaydebpur	−0·48	+1·16	−2·31	−1·11	−1·45	−0·38	−4·17	−6·91	−3·54	−1·29	+1·35	−0·08	−19·93
		Mymensingh	Kishorganj	−0·46	+1·42	+0·81	+3·90	−5·76	+0·15	+13·93	−6·86	−1·54	−2·41	−0·78	−0·24	+1·76
			Atia (*Tangail*)	−0·31	−0·17	−0·79	+1·28	−4·03	−0·25	−0·93	−5·77	−3·30	−2·56	−0·57	−0·40	−17·58
			Mymensingh	−0·15	+0·80	+8·05	+1·00	−3·54	+2·63	+24·30	−6·27	−2·69	−3·80	−0·81	−0·13	+20·30
			Jamalpur	−0·44	+0·43	+2·18	+1·87	−4·71	+9·00	+9·79	−10·58	−6·00	−4·16	−0·82	−0·30	−4·04
			Netrakona	−0·12	+0·35	+5·50	−2·65	−6·34	+10·48	+6·61	−1·81	+1·40	−3·75	−0·67	−0·25	+8·60
			Subarnakhali	−0·33	−0·83	−0·78	−0·84	3·38	+2·02	+3·74	−7·00	−3·33	−2·00	−1·67	−0·02	−14·25
			Durgapur	−0·56	−0·05	+3·24	+1·31	+2·85	+8·65	−15·74	−14·14	−4·54	−5·33	−0·38	0	−27·34
			Diwanganj	+0·28	+0·48	−1·07	+1·12	−1·46	+1·63	+15·45	−0·89	−6·13	−2·36	−0·61	0	+4·37
		Faridpur	Madaripur	−0·54	+1·08	−0·17	−0·70	−4·12	−6·26	−3·86	−2·32	+7·24	−3·59	−1·60	+0·18	−14·10
			Faridpur	−0·36	+0·06	−1·31	−1·53	−0·37	−1·46	+2·27	−0·73	+4·03	+0·24	−0·86	−0·11	+1·30
			Goalundo	−0·30	+0·97	−1·42	−1·27	−2·22	−4·71	+1·18	−1·33	+3·46	−0·86	−1·18	−0·09	−7·79
		Backergunj	Patuakhali	−0·61	+1·21	−1·80	+0·76	−5·31	−5·13	−1·57	−1·41	+10·93	−4·65	+0·55	−0·53	−7·57
			Pirojpur	−0·56	+1·40	−1·16	−0·15	+0·12	−2·20	+1·78	−1·61	+15·81	−4·39	−1·10	−0·25	+7·79
			Barisal	−0·61	−0·75	−2·30	+0·20	−4·81	+2·45	+4·12	+1·54	+14·66	−2·54	−1·19	−0·20	+10·81
			Gaurnadi	−0·21	+0·04	−3·13	−0·13	−2·00	−1·00	+4·21	+3·04	+9·78	−3·45	−1·47	−0·12	+6·47
			Bhola	−0·42	+0·03	−1·00	−0·65	−2·09	+4·01	+3·74	−2·83	+7·60	−1·19	−1·06	−0·54	−3·72
			Bauphal	−0·43	+1·38	1·53	−0·87	−2·35	+0·11	+4·22	+0·45	+21·29	−4·77	+0·11	−0·25	+25·00
	Chittagong	Hill Tippera	Agartala	−0·88	+8·38	+2·3	−2·27	−5·66	+8·70	+7·74	−9·36	−4·60	−3·98	−1·84	−0·63	−5·58
		Tippera	Comilla	−0·53	+1·08	−0·43	−0·92	−5·05	+2·91	+7·41	−6·90	−5·47	−8·11	−1·12	−0·26	−12·09
			Chandpur	−0·44	+1·37	−1·37	−0·84	−5·38	−4·66	−2·75	−3·74	+0·75	−5·15	−0·98	−·34	−23·40
			Brahmanbaria	−0·61	+1·15	+3·82	+0·17	−5·92	+2·79	+16·13	−7·76	−6·06	−3·09	−0·70	−0·24	+6·68
			Ramchandrapur	−0·31	+0·24	−0·03	8·00	−5·38	+1·87	+1·66	5·76	−5·93	−4·53	−1·64	−0·09	−22·10
			Nasirnagar	−0·27	+0·68	+4·62	+9·38	−5·40	+3·59	+18·13	1·84	−1·31	−4·55	−0·69	−0·09	+18·16
			Daudkandi	−0·26	+1·30	+0·01	+1·67	−5·06	−6·15	−1·31	−3·43	−0·31	−2·31	−1·16	0	−17·90
			Kasba	0·17	+1·09	−0·79	−1·23	+0·16	+9·17	+13·19	2·86	−3·54	?	−1·55	−0·18	+14·80*
			Laksam	−0·30	+1·00	+0·28	−2·16	−3·20	+10·22	+3·38	−7·09	−5·20	−2·00	+0·28	−0·14	−7·13
		Noakhali	Noakhali	0·47	−0·28	+0·66	−1·21	−1·26	+10·38	+3·30	−3·24	−4·35	−2·87	−1·07	−0·60	−0·81
			Feny	−0·55	−0·48	+0·25	+1·20	−4·41	+3·94	+2·95	−6·57	−5·54	−4·80	−2·10	−0·81	−16·36
			Harishpur	1·42	+0·88	0·50	−0·00	−6·92	+12·82	−3·45	−9·56	−7·13	−5·25	−1·46	−0·55	−23·29
			Ramganj	0·42	−0·27	−0·16	+0·02	−4·96	+12·80	+1·05	−1·07	+0·98	−2·41	−0·89	−0·16	+3·55
		Chittagong	Cox's Bazar	−0·50	+0·07	−1·66	−0·29	−4·47	+2·26	−5·27	−5·89	+0·94	−7·25	−2·21	−0·34	−21·96
			Chittagong	−0·49	−0·09	−2·18	−1·17	−3·86	+7·67	−3·70	−8·75	−9·20	−4·78	−1·53	−0·77	−28·85
			Kutubdia	−0·68	+0·27	−1·01	−0·59	−1·93	+3·19	15·15	13·60	−3·66	−4·69	−2·83	−0·36	−48·77
			Satkanya	0·87	+1·22	−1·34	+1·06	−3·55	+1·72	12·28	−3·06	−4·57	−3·75	−1·91	−0·27	−35·62
			Kodala	−0·35	+0·13	−1·67	−3·43	−7·13	+7·40	−4·33	−7·14	−5·18	+0·08	−1·52	−0·84	−23·48
		South Lushai Hills	Rangamati	0·51	+1·46	−3·65	−0·71	−1·27	−1·93	−7·10	−6·49	−8·97	−4·45	−1·76	−0·88	−39·95
Bihar	Patna	Patna	Patna	+2·55	−0·90	−0·38	−0·28	+0·01	+0·50	+2·94	−0·18	+1·10	−2·25	−0·17	+0·11	+3·74
			Dinapore	+3·02	−0·14	0·37	−0·20	1·19	−0·80	−1·06	−1·36	+0·42	−2·63	0·22	+1·46	−4·01
			Bihar	+1·97	0·13	0·37	+0·11	0·11	+1·42	−6·22	−8·75	−1·41	−1·08	−0·21	+0·01	−9·42
			Barh	+3·28	−0·32	−0·38	−0·15	−1·31	+8·15	−6·39	−5·12	+0·08	−0·80	−0·21	+0·16	−3·79
			Bikram	+2·71	−0·35	−0·44	−0·35	+0·55	+2·37	−1·50	4·09	+0·17	−2·18	−0·41	+0·20	−7·22
			Hilsa	+3·89	−0·01	0·79	−0·35	−0·53	+4·31	−4·09	−7·14	+4·51	−1·57	−0·07	−0·01	−2·2·
		Gaya	Aurangabad	+3·05	+0·75	−0·43	+0·75	−1·11	+2·01	−3·70	−2·38	+0·44	+1·73	−0·25	+1·01	−0·23
			Gaya	+1·47	+0·10	−0·13	+0·28	+0·28	+0·98	−8·19	−4·46	+2·04	−0·49	−0·94	+0·54	−7·06
			Nawadah	+1·06	+0·37	−0·50	−0·23	0·33	+1·53	−4·53	−3·45	+5·08	+0·13	−0·16	+0·20	−0·73
			Jahanabad	+1·09	+0·18	−0·37	+0·50	−0·70	+3·01	−7·43	5·80	+3·61	−0·97	−0·27	+0·87	−6·34
			Arwal	+2·07	0·44	0·47	+1·21	−1·52	+1·61	−5·91	−6·15	+5·89	−0·6	−0·19	+0·37	−5·21
			Daudnagar	+1·70	+0·22	0·17	0·01	−0·81	+0·98	−1·31	4·90	+0·46	+1·47	−0·26	+0·07	−1·71
			Sherghati	+1·65	−0·12	−0·06	+0·08	0·35	+1·60	−3·10	−3·04	+1·06	−0·89	−0·10	+1·07	−2·04
			Rajauli	?	?	?	?	?	?	?	?	−0·71	−0·79	−0·24	+1·92	+0·48
			Pakri Barawan	+1·75	−0·38	−0·62	0	−0·13	+4·85	−5·84	−7·84	+2·07	+1·67	−0·10	+3·36	−3·06
		Shahabad	Buxar	+2·24	−0·17	0·32	−0·12	−0·31	−1·14	−1·20	−5·78	+1·69	−1·88	−0·46	+0·79	−6·02
			Debri	+1·09	+0·09	0·66	−0·05	+0·50	−1·81	−5·88	−3·22	+2·41	+0·79	−0·26	+0·70	−0·09
			Bhabhua	+2·39	−0·23	−0·51	−0·10	−0·85	−1·20	−6·27	−1·84	+4·62	+4·98	−0·59	+1·36	+2·27
			Sasaram	+2·42	+0·10	0·16	−0·13	+0·12	+0·14	−1·27	−2·97	+3·03	−0·19	−0·28	+1·06	+0·67
			Arrah	+3·67	−0·40	−0·41	−0·14	−0·32	−3·64	+4·71	−2·04	+0·80	−1·60	−0·20	+0·67	+2·11
			Mohania	+8·06	−0·54	−0·14	−0·36	+0·19	1·35	−4·41	−4·56	+8·94	+7·86	−0·81	+4·29	+6·77
		Saran	Gopalganj	+1·85	−0·31	−0·21	−0·17	+0·25	−3·44	−0·19	−5·06	+2·41	−1·76	−0·18	+0·39	−6·75
			Siwan	+2·57	−0·19	−0·11	−0·16	−0·83	−2·09	−2·25	−7·02	−1·60	3·53	−0·29	+0·25	−14·99
			Chapra	+1·89	−0·17	−0·37	−0·32	−0·71	+3·09	−2·78	−3·82	+2·56	2·13	−0·38	+0·21	−2·63
		Champaran	Motihari	+2·71	−0·31	−0·33	0·08	−1·72	+0·13	−1·79	−5·46	+1·37	−1·07	−0·13	+0·37	−3·90
			Bettiah	+1·93	−0·20	−0·12	−0·19	+2·54	−3·86	−2·85	−2·07	+5·10	+1·01	−0·05	+0·05	+2·09
			Bagaha	+3·20	+0·41	−0·2	−0·25	1·50	−5·61	−6·92	−10·90	−0·28	−0·56	−0·81	+0·19	−22·75
			Burhurwa	+1·72	−0·23	−0·34	−0·11	−1·11	4·12	+1·64	−4·53	+5·15	+1·53	−0·11	+0·07	−0·84
		Muzaffarpur	Sitamarhi	+1·53	+0·51	+0·10	−0·84	+1·14	+4·66	+5·09	−4·17	+0·18	+0·92	−0·08	+0·07	+8·71
			Muzaffarpur	+0·71	−0·45	−0·40	−0·49	−0·83	+2·01	+1·41	−6·72	−0·70	−1·12	−0·17	+0·07	−0·08
			Hajipur	+2·08	−0·38	−0·40	−0·22	−1·44	+0·18	3·2	−4·81	+2·17	−2·68	−0·17	+0·07	−5·14
			Paru	+2·14	−0·16	−0·32	0·41	1·69	−0·04	+1·00	−10·28	+1·21	−0·87	−0·11	+0·12	−9·04
			Mahuwa	+2·80	−0·42	−0·24	−0·45	−1·70	+2·95	−5·34	−7·15	?	?	−0·20	−0·07	−6·09*
			Shiuhar	+1·03	−0·25	−0·17	−0·34	−0·79	+4·03	−2·09	−6·15	+0·81	−0·28	−0·18	+0·33	−4·75
			Pupri	+0·58	−0·25	−0·54	−0·68	−2·44	−0·31	−4·39	−7·63	+4·67	+1·05	0	+0·07	−7·81
		Darbhanga	Tajpur	+1·30	0	−0·25	0·33	−1·00	+0·67	−0·64	−3·68	+5·22	−2·16	−0·19	+0·04	−0·99
			Darbhanga	+0·68	−0·42	−0·31	−0·61	−2·12	+1·05	0·23	−8·58	+2·18	−1·94	−0·07	0	−5·77
			Madhubani	+0·79	−0·37	−0·41	−0·87	−0·88	+2·56	+0·81	−7·90	+6·08	−0·41	−0·06	+0·26	−1·82
			Bahera	−0·04	−0·17	−0·63	−0·74	−1·71	+4·47	−1·86	−11·69	−3·93	−0·49	−0·10	−0·07	−16·29
			Rosera	+1·00	+0·06	−0·38	−0·17	−1·69	+3·81	+3·56	−5·76	−2·23	+0·77	−0·14	−0·08	−1·17
	Bhagalpur	Monghyr	Begusarai	+2·19	−0·18	−0·32	−0·22	−1·21	+4·07	+6·61	+1·76	−4·08	−0·45	−0·28	+0·11	+8·37
			Monghyr	+1·70	−0·27	−0·59	+0·12	−0·91	+4·95	−6·43	−1·86	−1·45	+0·41	−0·11	−0·96	−1·10
			Jamui	+1·29	+0·12	−0·41	+0·09	−0·30	+3·64	+1·47	−4·25	+1·16	−0·59	−0·10	+0·13	+2·25
			Gowri	+1·91	−1·10	−0·51	+0·26	−1·77	+9·42	−0·26	−1·84	+0·99	+0·82	−0·05	+1·03	+8·00
			Shaikhpura	+1·30	−0·32	−0·51	−0·03	−1·09	+4·02	−5·44	−10·44†	−4·33†	+1·58	−0·13	+0·84	−17·34†
		Bhagalpur	Madhipura	+0·48	−0·29	−0·42	−0·01	−0·14	+6·81	+1·39	−5·07	+5·20	−1·02	−0·08	+0·08	+16·28
			Supaul	+0·06	+0·36	−0·43	−0·03	−0·44	+5·16	+10·15	−5·93	+1·69	−1·39	−0·04	−0·06	+0·09
			Pratapganj	−0·73	+0·34	−0·43	−1·40	+0·86	+6·84	−3·21	−8·76	−2·35	+0·23	−0·06	+0·15	−0·55
			Bhagalpur	+1·87	−0·23	−0·47	−0·52	+0·08	+11·22	+4·20	+2·29	+2·81	+2·46	−0·21	0	+22·53
			Banka	+1·06	+0·53	−0·71	−0·56	−0·41	+5·58	+7·61	+3·37	+2·25	+1·21	−0·16	−0·10	+15·68
			Colgong	+1·30	−0·12	−0·53	−0·64	−0·66	+15·09	+2·93	−3·83	+0·90	+0·82	−0·09	−0·06	+13·39
		Purnea	Kishanganj	−0·84	+0·98	−0·51	−1·78	+2·22	+1·10	+10·74	−10·56	+12·85	+0·74	−0·05	−0·71	+14·73
			Araria	−0·14	+1·62	−0·63	−1·52	+8·72	+1·09	+9·26	−10·68	+0·14	−0·41	−0·06	−0·07	+1·51
			Purnea	−0·08	+1·89	−0·31	−1·4·	−1·44	+12·54	+5·84	−8·93	+9·18	−2·24	−0·08	0	+13·28
			Gondwara (*Korah*)	−0·27	+0·14	−0·51	−1·12	2·62	+15·40	+13·12	−2·92	+11·11	+0·58	−0·00	+0·51	+33·80
			Kaliaganj	−0·72	+0·08	−0·79	−2·24	+1·67	−6·07	+6·67	−11·16	−3·66	−0·41	−0·49	−0·18	−14·95

Meteorological division.	Division.	DISTRICT	STATION	January.	February	March.	April.	May	June.	July	August.	September	October	November.	December.	TOTAL.
BEHAR—concld.	Bhagalpur—concld.	MALDA	Malda	+0·54	−0·23	−0·80	+0·17	−1·62	+2·36	−·051	−2·07	+2·12	−3·51	−0·30	−0·13	−3·88
			Chanchal	+0·26	−0·33	−0·59	−0·31	+0·03	+4·23	+3·77	−6·30	+6·86	−0·70	−0·19	−0·63	+6·25
			Gajol	+0·18	−0·11	−0·53	+0·27	+0·40	+13·60	+3·25	−4·13	+8·99	+1·44	−0·10	−0·69	+18·83
			Siuganj	+0·89	−0·53	−0·67	−0·58	−3·07	+1·31	−1·25	−2·59	−1·54	−2·36	−0·61	−0·05	−10·55
		SONTHAL PARGANAS	Rajmahal	+0·89	−0·10	−0·39	−0·36	−3·31	+3·[illegible]	−3·68	−3·35	−0·61	+0·49	−0·12	−0·04	−9·08
			Godda	+1·21	+0·07	−0·33	−0·23	+0·65	+7·14	−2·20	−0·63	+1·59	+0·68	−0·81	−0·09	+7·75
			Pakour	+1·28	−0·14	−0·64	−0·58	−0·67	−0·13	+1·24	−3·91	+0·61	−2·95	−0·45	−0·08	−3·34
			Naya Dumka	+1·01	−0·48	−0·55	+0·27	+1·77	−1·76	+1·55	−2·90	+5·31	−2·60	−0·37	−0·17	+0·78
			Deoghur	+1·91	−0·87	−0·71	+1·85	+1·71	−1·52	+2·15	−5·90	+6·22	−0·30	−0·24	−0·85	+4·75
			Jamtara	+0·91	−0·13	−0·95	+1·43	−1·37	−3·51	−7·28	−0·31	+6·72	−3·50	−0·59	−0·05	−[illegible]·67
			Nanihat	0	−0·59	−0·94	?	−0·13	+2·81	+8·08	−0·28	+5·61	−1·90	−0·31	+1·29	+17·56?
ORISSA.	Orissa.	CUTTACK	Jagatsingpur	−0·28	−0·10	−0·54	−0·16	−0·36	+1·86	−3·23	+15·28	+2·64	+1·57	−2·09	−0·26	+13·43
			Banki	−0·26	−0·25	+0·41	+1·86	+0·75	−2·22	−3·11	+3·80	+14·29	+5·96	−1·81	−0·54	+16·08
			Cuttack	−0·32	−0·63	−0·33	+1·59	−1·61	−7·45	−4·81	+8·80	+11·31	+2·40	−1·78	−0·25	+6·97
			False Point	−0·57	−0·86	−0·62	−1·37	−2·49	−3·59	+3·28	+9·04	+6·70	−1·77	−3·23	−0·55	+8·77
			Kendrapara	−0·39	−0·14	−0·81	−0·51	−1·87	−3·33	−1·79	+8·22	+8·43	−0·30	−3·07	−0·22	+5·17
			Jajpur	−0·37	+1·0[illegible]	−0·30	+0·43	−3·60	−3·00	+6·11	+8·84	+8·56	+1·39	−1·08	−0·49	+16·84
			Dharmsala	−0·42	+0·03	+2·30	+1·55	−1·30	−3·27	+12·68	+12·56	+13·00	−0·66	−2·08	+0·12	+35·69
			Salipore	−0·24	−0·41	−0·69	−0·54	−1·58	−3·94	−1·42	+5·55	+5·78	+3·18	−2·29	−0·13	+3·09
		BALASORE	Akhyapada	−0·38	+0·98	−0·37	−0·19	−0·40	−0·30	+13·78	+11·65	+8·90	+0·56	−1·87	−0·12	+31·92
			Chandbali	−0·41	−0·11	−0·64	+0·59	+0·86	+2·69	+5·69	+9·72	+11·17	−1·41	−2·24	−0·41	+26·50
			Bhadrak	−0·36	−0·47	−0·97	+0·63	−0·48	−1·21	+0·97	+4·60	+6·80?	+1·78	−1·39	−0·28	+9·71?
			Soro	−0·13	−1·00	+4·04	+1·50	+0·29	+2·74	+0·55	+6·87	+10·03	−0·33	−1·17	−0·09	+29·29
			Balasore	−0·27	+0·82	+1·60	−0·89	+1·32	+0·44	−1·93	+7·34	+7·93	−2·85	−1·32	−0·28	+12·03
			Jellasore	−0·44	−0·65	+0·31	+3·17	+1·67	−2·81	−7·47	+13·58	+4·75?	−1·76	−0·72	−0·12	+9·74?
			Haripada	−0·16	+0·21	+1·17	+1·83	+1·26	−3·01	−4·27	+6·98	+11·09	−0·66	−1·06	−0·13	+10·24
		PURI	Puri	−0·28	−0·78	−0·10	+1·03	+1·57	−0·93	−3·82	+13·11	+3·93	−2·31	−1·47	−0·50	+8·54
			Khurda	−0·29	−0·23	−0·70	+0·33	−0·04	−1·83	−4·40	+6·24	+2·72	+8·34	−2·04	−0·42	+7·68
			Bhanpur	−0·33	−1·31	−0·17	−0·24	+0·13	+5·26	−7·10	+3·15	−1·13	+2·85	−1·72	−0·84	−1·45
			Gop	−0·21	−0·78	+0·18	+0·13	−1·84	−3·89	+1·44	+10·51	+0·18	+3·67	−5·08	−0·24	+4·45
			Pipli	−0·33	−0·36	−0·63	+0·43	−1·13	+0·56	−3·40	+11·48	+1·39	+1·14	−3·06	−0·28	+7·01
CHOTA NAGPUR.	Chota Nagpur	HAZARIBAGH	Pachamba (Giridi)	+2·15	−0·02	−0·74	+0·73	−0·87	−0·92	−5·52	−0·54	+2·95	−1·20	−0·23	+0·46	−3·88
			Hazaribagh	+2·87	−0·27	−0·75	+1·58	−0·86	+0·82	−8·60	+2·61	+3·86	+0·04	−0·29	+0·84	+2·05
			Barhi	+3·86	−0·64	−0·83	+0·19	−0·83	+3·31	−3·92	−4·54	+0·40	−0·69	−0·23	+0·87	−3·08
			Chatra	+4·00	−0·96	−0·82	+0·55	−2·28	−0·68	−6·82	−0·85	+0·22	−1·46	−0·29	+1·06	−8·29
			Karagdoha	+2·40	−0·19	−1·17	+1·51	−2·04	+2·16	−3·42	−2·53	−0·21	?	−0·48	−0·11	−4·68?
			Ramgar	+2·65	−0·11	−0·65	+1·86	−1·64	−0·62	−8·06	−2·97	+7·54	−2·03	−0·79	−0·21	−5·05
		LOHARDAGA	Lohardaga	+2·15	−0·06	−0·98	+2·25	−0·51	−0·08	−4·95	+1·17	+7·71	−0·02	−0·40	+0·22	+6·71
			Ranchi	+1·27	−0·57	−1·14	+3·54	−0·08	+1·64	−0·25	+1·07	+7·54	−2·19	−0·43	+0·17	+8·67
			Silli	+0·72	+0·62	−0·80	+1·75	−0·62	−1·19	−2·65	−2·10	+15·12	+0·35	−0·33	−0·12	+10·75
			Sirguja	+2·30	−1·20	−0·89	−0·08	−0·57	−4·67	+0·39	−0·69	+19·20	+5·25	−0·70	+2·21	+20·25
			Jashpur	+2·60	−0·96	−1·79	+4·41	−0·33	−1·91	−0·04	+4·[illegible]	+13·31	+4·65	−0·53	+1·29	+22·8[illegible]
			Gangpur	+1·85	−0·96	−1·04	−0·64	+3·21	+0·17	+7·36	+12·26	+10·52	+9·54	−0·85	+1·49	+43·91
		PALAMAU	Palamau (Daltonganj)	+2·86	−0·45	−0·70	+0·74	−0·54	−0·70	−6·13	−0·55	+1·41	−0·96	−0·27	+1·35	−4·04
			Balumath	+6·08	−0·73	−0·50	+0·18	+0·32	+0·[illegible]	−5·59	+4·52	+4·75	−0·07	−0·43	+3·03	+10·40
			Husainabad	+4·12	+0·93	−0·35	+1·10	+0·18	−1·14	+4·14	+1·34	+12·46	−1·30	−0·24	+1·95	+20·10
			Garhwa	+[illegible]·61	−0·17	−0·74	+1·93	−0·72	0	−3·48	−6·74	+7·31	−2·08	−0·21	+1·32	−1·84
		MANBHUM	Purulia	+0·23	+0·11	−0·61	+3·43	+0·46	−4·26	−8·92	−1·74	+7·93	−1·79	−0·33	+0·10	−5·20
			Govindpur	+0·88	−0·64	−0·89	+1·25	−0·46	−0·31	−5·75	−3·09	+6·66	−0·95	−0·27	−0·03	−3·40
			Raghunathpur	+0·27	−0·51	−0·59	+2·97	−1·32	−2·17	−9·73	−8·05	+9·46	−1·17	−0·68	−0·01	−7·78
			Barahbhum	−0·02	−0·83	−0·97	+1·82	−1·83	+1·08	−1·66	+1·[illegible]6	+19·65	−0·78	−0·74	−0·08	+17·41
			Jhalda	+1·08	+0·47	−1·57	+0·62	+0·70	3·13	−3·30	−2·07	+12·83	−1·20	−0·35	−0·12	+3·96
			Chas	+1·30	−0·06	−0·90	+2·26	−1·31	−0·79	−9·17	+0·49	+2·01	−1·16	−0·40	−0·15	−7·74
		SINGHBHUM	Chaibassa	−0·27	−0·87	−1·00	+3·10	+0·32	−3·51	−4·92	+7·50	+10·07	−1·05	−0·45	−0·02	+4·80
			Chakardharpur	+0·80	−0·9[illegible]	−0·36	+2·81	−0·60	+0·76	−6·82	+6·35	+9·48	−1·32	−0·80	−0·29	+9·14
			Ghatsila	−0·56	−0·68	−0·26	+2·86	−0·05	−1·60	−2·[illegible]4	+2·23	+13·46	−2·41	−0·83	−0·28	+9·14
			Baharagura	−0·12	−0·10	+0·42	+2·29	+3·00	−5·10	+0·74	+4·59	+8·35	−1·15	−0·75	−0·25	+11·9[illegible]
		ORISSA TRIBUTARY MAHALS	Keonjhor	+0·44	−0·50	+0·06	+1·34	−0·23	+7·36	−1·57	+13·54	+6·83	+2·61	−1·66	+0·73	+29·43
			Kunjabongarh	−0·24	−0·24	−0·60	+0·07	−1·63	−0·13	−2·80	+3·64	+0·18	+3·08	−1·42	−0·19	−0·24
		ANGUL	Angul	+0·08	−0·89	−1·25	−0·20	+1·30	−4·61	−5·54	+0·70	+4·16	−0·13	−1·34	−0·41	−8·04
			Rasipara	−0·10	−0·29	−0·29	+2·22	+0·23	+3·31	−7·04	+7·75	−1·03	+0·17	−1·08	−0·22	+3·43
			Talchar	+0·01	−0·96	−1·06	−0·31	−0·11	+1·66	+2·73	+5·18	−1·47	+5·47	−1·26	−0·24	+9·63
			Dhenkanal	−0·92	−0·74	−0·87	+0·59	+2·58	−4·15	−6·39	+5·24	+12·30	+7·29	−1·40	−0·34	+13·75
			Narsingpur	−0·26	−0·25	−0·80	+1·10	−0·07	−6·46	+0·39	+9·06	−2·70	−4·17	−1·64	−0·07	−5·96

METEOROLOGICAL OFFICE, BENGAL,

The 3rd March 1901.

C LITTLE,

Meteorological Reporter to the Govt. of Bengal.

Supplementary Table of Rainfall recorded at stations in Bengal for 1900.

January 1900.

District.	Station	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Number of rainy days	Average number of rainy days	Total rainfall for the month	Average rainfall for the month	Heaviest rainfall during the month	Total rainfall from 16th October 1899 up to 31st January 1900	Average rainfall from 16th October up to 31st January
[illegible]	Kalchini															...			...				...		0·03	...					...	...	Nil	?	0·03	?	0·03	?	?
[illegible]	Kalimpong			...			...																		0·07	0·25							2	0·19	0·32	0·34	0·27	[illegible]	[illegible]
[illegible]	Tadong		...					0·03					...				0·30			0·05			0·10	0·25	1·10	0·25	0·30	0·20		0·05		...	7	?	2·63	?	1·10	3·72	?
[illegible]	Kurigram				...									...					...		...			...			...			...		...	Nil	0·60	Nil	0·51	Nil	[illegible]	1·76
[illegible]	Bajnah	...						Not recorded																Not recorded.															?
[illegible]	Mahuwa						...					...				0·05	0·.5						0·70	0·55	1·53			...	...	0·15		0·20	6	1·19	3·33	0·73	1·53	7·35	1·24
[illegible]	Bangaon (Sylhet)								...								0·7	...	...					...	0·82		...		...	0·17		...	3	?	1·16	?	0·82	3·27	?
Par.	Naraikal	...				...							...					0·35	0·17													...	5	0·60	0·53	0·59	0·35	1·92	[illegible]
[illegible]	Bano	...					...										0·46	...	0·37		...											...	3	?	1·20	?	0·46	?	?
	Kurdeg	...					...	Not recorded																Not recorded															
	Sangpur	...						0·40				1·00					0·84				...		...									...	3	1·08	2·24	0·20	1·00	[illegible]	[illegible]
[illegible]	Contai		...	...			...	...		...								0·02				...	...			...	...		...	...	...	...	Nil	0·30	0·02	0·28	0·02	0·66	0·76
[illegible]	Nasirnagar	...	...	...	...	...	...		...	...	...			...	...	...	0·02			...			...		...	...		...	0·10	...	...	...	1	1·00	0·12	0·32	0·10	4·75	3·48

February 1900

District	Station	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	Number of rainy days.	Average number of rainy days	Total rainfall for the month	Average rainfall for the month	Heaviest rainfall during the month	Total rainfall from 16th October 1899 up to 28th February 1900.	Average rainfall from 16th Oct. up to 28th February
Midnapore	Gabeta														0 71				1 43											3	1 40	2·13	0·91	1·93	6·78	3·86
	Danton														0 11				0 0											2	?	0 21	?	0 11	6 40	?
Murshidabad	Akbriganj																		0 ·2											1	1 78	0 33	1·05	0·32	3·16	3·96
Jalpaiguri	Kalchini																		0 11	0 75					0 02					.	?	0 38	?	0·38	?	?
Darjeeling	Kalimpong																													Nil	2 21	Nil	0 79	Nil	0·88	3·18
Tibet	Yatung												0 12						0 12	0 ·2			0 05			·03	0 10	0 60		3	?	0 84	?	0 69	4 56	?
Pabna	Pabna												0 82						0 60	0 05						0 06	0 02			3	1 65	1 28	1 13	0 60	3·88	3 79
Faridpur	Goalundo																		1 49	0 09							0 6			3	1·79	2 26	1·29	1 49	6·56	4·33
Backergunge	Barisal																				0 2					0 14	0 32			3	1 81	0·33	1·13	0 23	11·08	3·96
Tippera	Ramchandrapur													0 40					0 20	0 46										3	1 30	1 06	0 89	0 46	3·48	3·69
	Daudkandi														0 61			0 63		0 60										3	1 40	2·06	0 68	0 80	3·79	3·72
	Kasba												0 09	0 ·9	0 50				0 47	0 57										3	0 60	2 02	0·33	0 87	7·30	4 46
Noakhali	Hatiya												0 40	0 15					0 45	0 20										4	?	1·30	?	0 45	18·54	?
Gaya	Nawada	0·83																	0 02							0 13				3	1·28	0·88	0·61	0·83	2·86	2·40
Shahabad	Khiri																													Nil	?	Nil	?	Nil	2 73	?
	Ageson		0 28																											1	?	0 28	?	0·28	3·94	?
	Sikrori	0 25		0 05																										1	?	0 34	?	0·26	6 84	?
Saran	Bhoreh	0 0																												1	?	0·10	?	0 10	3 17	?
Muzaffarpur	Muzaffarpur	0 03																												Nil	1 32	0 03	0 48	0 03	3 23	3·94
	Mahuwa																	0 03							0 10					1	1 30	0 13	0 55	0 10	7 86	2·30
	Pupri																			0 06						0 12				1	0 69	0 18	0 15	0·12	3·17	2·33
Bhagalpur	Bangaon (Syfabad)		0 5																0 30											2	?	0·46	?	0·30	3·73	?
Purnea	Gondwara (korah)																		0·12							0 20				2	0 60	0 32	0·18	0·20	6·91	1·30
Sonthal Parganas	Baro																	0 10								0 37				2	?	0 4?	?	0·37	3·57	?
Puri	Khurda																							0·31		0·05				1	1·26	0·36	0·69	0·31	1 65	3·86
Ranchi	Palkot																		0 05											Nil	?	0 05	?	0·05	1·61	?
	Basia																													Nil	?	Nil	?	Nil	?	?
	Kurdeg																													Nil	?	Nil	?	Nil	?	?
Palamau	Husainabad	1 40																												1	1·10	1 40	0 47	1 40	3·25	2·66
Orissa Tributary Mahals	Kunjabongarh																		0 05											Nil	0·67	0·05	0·29	0·05	0·46	4·25
Rajshahi	Boalia	0·04											0 10						0·81	0·03						0 05				3	1 46	1·00	0 84	0·81	3·82	3·61

March 1900

District.	Station	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Number of rainy days	Average number of rainy days	Total rainfall for the month	Average rainfall for the month	Heaviest rainfall during the month	Total rainfall from 16th October 1899 up to 31st March 1900	Average rainfall from 16th October up to 31st March
Jalpaiguri ..	Kalchini ...	...								...							0 39	0 08	0 13		0 16	0 11	...	...		...		...	...	0 74		...	5	?	1·60	?	0·74	?	?
Backergunge ..	Barisal			...		...															...	0 05	0 17			...							1	3·27	0·23	2·23	0·27	11 24	8·48
Tippera	Daudkandi			...	...			1 55			...							0 16		...	...		...		...	0 14					0·20		4	2 40	2·05	2 4	1 55	4·84	3·78
Gaya ..	Deo		...					...				...									...		...								...		Nil	?	Nil	?	Nil	?	?
Shahabad	Mohania	...	...								...					...		...	...	...			...	...		...							Nil	0 58	Nil	0 14	Nil	6·81	2·63
Muzaffarpur	Muzaffarpur	...			...	...					...				...	...		...				...	...			...							Nil	1·00	Nil	0 40	Nil	3·12	3·76
	Paru		...	...				...	...							...		...	...		...	...	...			...							Nil	0·60	Nil	0 82	Nil	5 41	3·14
	Mahuwa ...										...	...				...		...															Nil	0·60	Nil	0·21	Nil	7·06	2 63
	Shubar ...	...		...					...			...	...	...			...				...	0·20								...			1	1·40	0·20	0 37	0·20	2·51	2·90
	Pupri			...												...				...	...					...							Nil	0 59	Nil	0 54	Nil	2 17	2 66
Bhagalpur	Bangaon (Sajhabad)	...	...	...	...	...										...										...							Nil	?	Nil	?	Nil	3·78	?
Sonthal Parganas	Barharwa ...	...	...													...							...										Nil	?	Nil	?	Nil	2·46	?
Ranchi	Gangpur ..	...	...	...		...											...	...	...														Nil	2·06	Nil	1 04	Nil	2·24	4·37

April 1910

District.	Station.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Number of rainy days.	Average number of rainy days.	Total rainfall for the month	Average rainfall for the month	Heaviest rainfall during the month	Total rainfall for 1st to 30th April 1909	Average rainfall from 1st to 30th April
Murshidabad	Pakabari									1 50													0 50										2	3·25	1 10	2 83	0·60	1 10	2·83
Dinajpur	Nawabganj									0 9												0 11											2	?	42	?	0 32	0 42	?
Jalpaiguri	Kalchini								[illegible]	1 14											1·3		0 [illegible]	0 3	[illegible]	0 41			0 60	0 10			8	?	4 36	?	1 16	4·36	?
Darjeeling	Kalimpong																								1 00								1	7 4	1·0	5·0	1 00	1·00	3 80
Tibet	Yatung								0 [illegible]	0 [illegible]	63	0 4		0 2	[illegible]	0·0	1[illegible]	0 52	0 43	0 1[illegible]				0 [illegible]	0 [illegible]	0 5	[illegible] 30	0 33	0 2[illegible]		0 2[illegible]		16	?	4·92	?	0 68	4·98	?
Rangpur	Kurigaon									0 11													0 50	0·06									2	5·60	0·67	3 15	0·50	0·67	3 1[illegible]
Backergunge	Barisal								0 4[illegible]												1 40				1 2					0 06	0·28		4	4 60	3 43	3·23	1 40	3·43	3 28
Chittagong	Kutubdia																				0 46				0 7[illegible]	0 30					1 00		4	3·60	2·36	2·96	1 00	2·30	2·96
Gaya	Deo																									0 3[illegible]							1	?	30	?	0·30	0·30	?
Shahabad	Sakroul																																Nil		Nil	?	Nil	Nil	?
Muzaffarpur	Para																																Nil	0·4[illegible]	Nil	0 43	Nil	Nil	0 43
	Mahuwa																																Nil	0 50	Nil	0 4[illegible]	Nil	Nil	0 4[illegible]
	Sheohar																																Nil	0 6	Nil	0 36	Nil	Nil	0 3[illegible]
	Pupri																																Nil	1·30	Nil	0·03	Nil	Nil	0 60
Bhagalpur	Pangaon (Syf bad)																																Nil	?	Nil	?	Nil	Nil	?
	Banka									1 0																							1	1 4[illegible]	1 10	0 68	1·10	0 10	0·68
Cuttack	Saliar																				0 [illegible]					[illegible]		0 0		1 0[illegible]			Nil	1 40	0 32	0 86	0 09	0 32	0·36
Ranchi	Tamar								0 06			85	0 0[illegible]										1[illegible]	0 09			[illegible]	0 23	0·76				5	?	2 70		0 95	2 70	?
Palamau	Husainabad														1 [illegible]																		1	0 87	1 20	0·10	1·20	1 20	0 10
Orissa Tributary Mahals.	Narsinghpur						0 08	0 1[illegible]	0 10								0 21			0 05		0 9			0 07			0 64		0 62			4	1·76	1 51	0 43	0 30	1 53	0 43

May 1900

District	Station	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Number of rainy days	Average number of rainy days	Total rainfall for the month	Average rainfall for the month	Heaviest rainfall during the month	Total rainfall from 16th to 31st May 1900	Average rainfall from 16th to 31st May
Murshidabad	Kat[illegible]										0·39		0·3[illegible]			..					..												2	7·2	0·80	5·19	0·50	Nil	3·16
Tippera	Kasba											1·30						0·33	0·53			..	2·55	2·81	1·74						1·39		7	9·5[illegible]	10·14	9·98	2·80	8·34	5·49
Shahabad	S[illegible]									0·05	0·1							0·16	0·[illegible]1							0·24							3	2·7	1·17	1·05	0·71	0·41	0·59
Muzaffarpur	Mal[illegible]																0·02										0·20					0·15	2	2·40	0·37	2·07	0·20	0·37	1·40
Bhagalpur	Bangaon (S[illegible])				·2[illegible]		..				1·12																						2	?	1·38	?	1·12	Nil	?
Sonthal Parganas	Ba[illegible]	..				..	0·30							..		0·33	0·30	1·50	0·62						..			0·27					6	?	3·79	?	1·50	2·89	?
Puri	N[illegible]			0·12	0·3[illegible]	0·01			0·05	0·08	..	0·43		..	0·17		0·24			0·06	0·13		0·[illegible]1	0·05	..			0·03			0·01		5	?	2·00	?	0·43	0·46	?
Ranchi	Si[illegible]														1·2[illegible]		..	0·15												·			1	1·35	0·25	0·82	0·20	0·05	0·66
Palamau	Husainabad	..						1·30																								·	1	1·40	1·30	1·12	1·30	Nil	0·93

June 1900

District	Station	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Number of rainy days	Average number of rainy days	Total rainfall for the month	Average rainfall for the month	Heaviest rainfall during the month	Total rainfall from 16th May up to 30th June 1900	Average rainfall from 16th May up to 30th June
Mymensingh	Subarnakhali	2·22				...									3·76	0·2[illegible]					...	0·9	0·43	0·30	1·05	0·35	1·57	0·75	1·03	2·07			13	12·20	14·49	11·87	3·76	17·14	17·43
Muzaffarpur	Paru														2·90	1·47						..		1·[illegible]0	0·0[illegible]								3	7·00	6·22	6·26	2·90	6·28	7·78
	Mahuwa	0·80				..	...					..			2·59	3·00			..				..	3·00			..						4	7·10	9·40	7·16	3·60	9·77	[illegible]
Bhagalpur	Bangaon (Syfabad)		0·25				...								2·8[illegible]	6·40		0·2[illegible]		0·5									2·10	2·07			7	?	14·20	?	6·43	14·20	?
Puri	Nayagarh									0·04	0·28	1·3[illegible]	5·2[illegible]	0·[illegible]							·28	·27	·9										7	?	9·35	?	5·28	9·33	?
Palamau	Husainabad		0·47							..				0	1																		2	6·60	2·00	6·14	1·50	2·00	7·07

July 1900

District	Station	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Number of rainy days	Average number of rainy days	Total rainfall for the month	Average rainfall for the month	Heaviest rainfall during the month	Total rainfall from 16th May up to 31st July 1900	Average rainfall from 16th May up to 31st July
Dinajpur	Nawabganj		1·25	0·33			1·15	0·10	0·51	0·11				0·33		0·20		1·81	0·21	0·15	2·5[illegible]	2·6[illegible]	2·31	0·25	0·15			1·4[illegible]	1·[illegible]0	3·5			19	?	22·89	?	5·30	50·58	?
Muzaffarpur	Mahuwa			0·0							1·15		0·4[illegible]	0·1[illegible]	0·65	0·1[illegible]	1·50	0·9[illegible]	0·35	1·00	0·46		0·9[illegible]	1·0[illegible]				·55	0·30				15	12·30	9·31	13·54	1·80	18·98	21·[illegible]
Bhagalpur	Bangaon (Syfabad)	..		3·4[illegible]	..		..			0·2[illegible]				1·43	..		2·03	1·2	1·[illegible]7		1·71	0·[illegible]0	0·58	0·[illegible]		..					1·48	..	11		5·3	?	3·4[illegible]	[illegible]	?
Ranchi	Tamar					0·93	0·23	0·65	0·08		0·05	0·05	0·33	1·0[illegible]	2·[illegible]5					1·30			0·70		0·29	0·[illegible]3					0·19		12	?	9·59	?	2·05	18·12	?
	Karmaz	..	..	1·6[illegible]			0·5		0·50	3·10			3·[illegible]0	2·30	1·4	0·34	0·9[illegible]	0·20		1·00			1·75					0·0			0·45		14	?	18·25	?	3·69	18·86	?
Palamau	Husainabad	0·50		..	1·50		1·60	2·30		...	1·50	2·50	1·40	1·80	2·40	2·35	1·10	..			..	...						1·20	..				1[illegible]	15·50	19·75	15·81	2·40	21·78	[illegible]
Manbhum	Chas	...	...		..	..	0·14		..	...					1·13			..	0·07			0·15								2·33	..	0·29	5	16·70	4·01	13·18	2·33	12·49	22·62
Orissa Tributary Mahals.	Keonjhar	..	..	..	0·85	0·50	0·50	0·13	0·30	0·50	1·00		1·00	1·30	0·23	0·20	0·07	0·40		0·05	0·25	0·05		..			0·10			..	0·40	0·40	16	12·79	2·10	9·67	1·30	22·06	16·27

August 1900

District.	Station	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Number of rainy days	Average number of rainy days	Total rainfall for the month	Average rainfall for the month	Heaviest rainfall during the month	Total rainfall from 16th May 1900 up to 31st August 1900.	Average rainfall from 16th May up to 31st August.
Dinajpur ...	Nawabganj	0 17	..	..	..							0 50	0 20						0 15						0 90			1 15	0 40		1 12		8	?	4·02	?	1·15	55·20	?
Mymensingh	Subernakhali	..		0·78	0 52		..		0·25	0 39																0 35	0 75	0 ·5	0 35				8	14 30	8 79	10·79	0·75	35 30	39·86
Tippera ...	Ramchandrapur		0 72	0 05	0·29			0 70	..						0 40	0 05				0 18			0 24				1 7·	0 13	0 10	..			9	12·90	4 58	10·34	1 72	35 14	39·93
Muzaffarpur	Paru	...				0 11			..						..	0 30			0 12						1 72	..			...	0 49	0 12	..	6	12 64	2 86	13 14	1 72	28·54	38·63
	Mahuwa			..	0 60	0·20		0 10					0 15		..				1 10					0 55	0 15		1 15	0 60					9	12 50	4 60	11 75	1 15	23·58	38 85
Sonthal Parganas.	Nanihat	0 40	0·20	3 20	0 40	0 25		0 ·0			0 50	0 0		..	0 25	0 15	0 1)	0 27	0·29	0 5			..	0 06		0 60	0 15	0 25			0 10		17	10 45	8·06	8·34	3·20	39·73	28 19
	Hiranpur ...	0 15	0 06	0 05	0 97	0 17	0 78	0·33	0 03	0 56	0·20	0 13				0 12	1 33	0 56	0 14	0 31				0 13	0 43	0 85	0 32	0·20			0 05		17	?	8 04	?	1 33	40·76	?
Ranchi	Ranchi	0 51	1 20	0·90		0 20	0 40	0 50	0 55	0 24	0 50	0 59	0 ·0	0·06					1 16	2 7·			0 02	0 ..	0 24	0 55		1 75	0·52	...	0 08		19	17·69	14 91	13·84	2·74	34·28	38 48
	Gangpur ...	3 40	1 00	0 50	1·30	3·00	0 80	2 20		1·00	2·12	0 18						2 00	0 ·0	0 7)		1 80	0 5)	0 4)	0 20			1·23	2 00	1 00		1 80	20	18 14	27 88	15 62	3 40	?	42·73

September 1900

District.	Station	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Number of rainy days	Average number of rainy days	Total rainfall for the month	Average rainfall for the month	Heaviest rainfall during the month	Total rainfall from 16th May 1900 up to 30th September 1900	Average rainfall from 16th May up to 30th September
Midnapore ..	Panskura	0 47	0 43	0 03	0 55	0 03		0 50	0 10							0 05	1 91	1 19	0 13	2 11	1 51	0 19	2 31	1 00	1 65	5 80	0 31	0 82	0 90				13	*	21 28	?	5 80	53·24	?
Murshidabad ...	Patkabari	0·10	..					0·70	0 30				0 50							3 20	5 63	3 40	0 70	0 60	0 53	0 30				0 60			12	7 63	16 50	5 60	5·59	39·30	33·83
Rangpur	Karigaon	...		2 13			0 65	0 32	0 24		2 40	0 55	..											..				0 56					7	11 14	6 85	13 15	2 40	69·23	70·18
Mymensingh	Subarnakhali	...	0·39	0·73									..			0 35	0 75	0 21	0 59	0 75	1 05	0·32	0 23		0·5·								11	11 40	5 88	9 71	1 05	41·27	49·67
Backergunge ...	Barisal	0 30	0·06	0 50	0 45	0 83	0 06	0 09	0 68	0 80				...			1·24	0 94	3·32	8 42	3 75	1 80	2 44			0 21							14	14 61	25 44	10·79	3·42	80·78	59·45
Tippera	Ramchandrapur		0·38	0 10					0 27	0 10								0 44	0 18	0 07	0 05		..							..			6	9 55	1 59	7 52	0·44	36·73	46·25
Noakhali ..	Hatiya	0·23	0·25	0 20						...					0 38		1 49		4 05	6 33	1 36	0·95			0 36			..					10	?	15 63	?	6 36	53·96	?
Muzaffarpur	Shinhar ..	..	0 50	..			2 20				0·60	0 10											0 57	..		0·23	0 23	0 3.	3 50				9	6 80	8·23	7 42	3 50	33·97	36·21
	Pupri		0 12					1 22			3 34	1 22					0 14				0 12	0 06	0 13			0 53	0 42	0 09	3 12				10	6 38	10·51	5·84	3·34	34·34	42·16
Bhagalpur	Bangaon (Syfabad)		..						0 25		2 64	0 80														2 18	3 40		2·20				6	?	10·81	?	3 40	46·72	?
Purnea	Gondwara (Korah)	0 79	1 30			0·85		2 90		1 27	0 30			0·90		0 13				0·20	0 42				0 46	4 00		1 00	5 15				14	9·30	20 17	9·06	5 15	82 44	48·94
Ranchi	Gangpur	2·04	0·56					2 00	1·08							0 09		1·20	0 80	1 40	2 00			1·00	0·07		1·82	2·00	..	2·10			12	11 36	18·10	8·58	2·10	?	51·82
Singhbhum	Chakradharpur	0 47	0 02	0 15	0 69	0 15	0 57		0 31		0·78	0 06				0 23	0·80	0 57	0·89	1 54	0 98	1 06	0 47	2 64	0·82	0·87			0 57	0·07			19	13 00	14·99	5 51	2 64	59·14	41·36
	Kharsawan	..		..	...			0 50	1 29		0·77					0 21	0 ·4	0 80	1·00	1 40	1 80	0 0	0 80	4 10	2 20	0·24	1·00	0·10		1 00	0 30		18	?	18·95	?	4·10	?	?
Angul ..	Chhindipada	1 21	0 56	1·24			—	1 50			2 75	..					0 90		4·09		1 84	0 37		1 04	0 24				0 33				13	?	15 92	?	4·09	?	?

October 1900.

District	Station		2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Number of rainy days.	Average number of rainy days.	Total rainfall for the month	Average rainfall for the month	Heaviest rainfall during the month	Total rainfall from 16th to 31st October 1900	Average rainfall from 16th to 31st October
Murshidabad ...	Patkabari			..					..														..	...	...			...		...			Nil	3 86	Nil	3 09	Nil	Nil	1·39
Mymensingh ...	Diwanganj		0 80	..		0 70		..				0 70				...							..	..						–			3	3 73	2·20	4·58	0·80	Nil	1 10
Tippera	Ramchandrapur		..	..	...	...	0 13							0 17										...	..			...					1	5 09	0 20	4 73	0 13	Nil	2 74
	Kasba		0 15						1 10	0 60		..			..	0·20						..			..				..				4	4·18	2 05	4 05	1·10	Nil	3·27
Shahabad ...	Mohanea	..	...		..				5 80	4 46																					...	..	2	1 82	10·26	2·38	5·80	Nil	0·87
Bhagalpur	Bangaon (Syfabad)					..						1·84														..	..		..				1	?	1 84	?	1 84	Nil	?
Sonthal Parganas.	Vamhat						..			..											..									..			Nil	2 80	Nil	1·96	Nil	Nil	0·83
	Sahibganj ..	..		..		..			..	0 66	1·00	0 07	0 31							...			..	..		...				...	..		3	?	3·04	?	1·00	Nil	?
Ranchi ...	Tamar		..						0 51	0 65			0 13																	–			3	?	1 20	?	0·68	Nil	?
Singhbhum	Kharswan		..				0·20	1 30	0 53	0 57	0·21											..			..				..				5	?	2 78	?	1 30	Nil	?
Hooghly	Serampore ..		1·00	0·10				0 16		0 44		...									..						..				...		4	6 13	1·72	4 45	1·00	Nil	1 85

December 1900

District	Station		2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Number of rainy days	Average number of rainy days	Total rainfall for the month	Average rainfall for the month	Heaviest rainfall during the month	Total rainfall from 16th October 1900 up to 31st December 1900.	Average rainfall from 16th Oct. up to 31st Dec.
Singhbhum ..	Chakradharpur		..		..										..											0·08			0·20	0 08			1	0·27	0·36	0·29	0·20	0·36	[illegible]

Results of the Meteorological Observations taken at the Alipore Observatory from 17th to 23rd March 1901

Month	Date.	Maximum in sun	Number of hours of bright sunshine.	Mean pressure barometer at 32° Fahr	Temperature. Mean.	Max mum.	Range.	Minimum	Hygrometry Mean wet bulb	Vapour tension	Dew point	Humidity	Wind Prevailing direction	Miles recorded.	Rain.	Weather.
		°	°	Inches	°	°	°	°	°	Inch		%			Inches	
Mar	17th	143 8	8 3	29 873	80·3	93 0	22 0	71·0	73 7	0 746	70 4	71	SW by S and WSW	97	Nil	Chiefly clear, dew.
"	18th	149·7	9 7	873	81 1	94·7	23 7	71·0	73 6	730	69 8	72	SSW and Variable	97	"	Chiefly clear.
"	19th	154 8	7 8	893	83 1	96 7	22 3	74 4	75 3	774	71 5	72	SSW and SW	130	"	Chiefly clear.
"	20th	145 2	8 4	·910	82 6	91 9	16 7	75 2	74 8	760	71 0	70	SW by S and Variable.	106	"	Chiefly cloudy
"	21st	149 0	9 7	907	83 3	97 4	27 1	70 3	70 6	580	63 2	53	SWS	160	"	Chiefly clear.
"	22nd	152 0	9 9	893	84 2	99 2	25 3	73 9	73 5	683	67 8	62	SW and SSW	140	"	Chiefly clear.
"	23rd	150 0	9 7	871	86 3	99 3	24 9	74 4	73 9	670	67 3	53	SW and SSW	131	"	Clear

	Inches.
The mean pressure of the seven days	29 889
The average pressure of the corresponding period for 24 years, Surveyor-General's Office	29 812
	Hours
The total number of hours of bright sunshine	58 5
The maximum possible number of hours of sunshine	84 4
	°
The mean temperature of the seven days . .	83 0
The average temperature of the corresponding period for 24 years, Surveyor-General's Office	81 5
The extreme variation of temperature .	29 0
The maximum temperature	99 3
	Miles
The highest velocity of the wind in one hour . . .	11
	%
The mean relative humidity .	65
The average relative humidity of the corresponding period for 24 years, Surveyor-General's Office	63
	Inches
The total fall of rain from 17th to 23rd March 1901	Nil
The average fall of the corresponding period for 24 years, Surveyor-General's Office . ..	0 20
The total fall from 1st January to 23rd March 1901 ...	3 26
The average fall of the corresponding period for 24 years, Surveyor-General's Office . . .	2 57

The mean pressure, temperature, &c, are deduced from the traces of the Barograph and Thermograph, and from eye observations

The maximum and minimum temperatures are obtained from self-registering thermometers All the thermometers are verified and the readings have been corrected to a standard constructed and verified at the Kew Observatory They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground

The barometer readings are corrected approximately to those of the standard, Newman's No 86, formerly at the Surveyor-General's Office

The hygrometric elements are obtained from Tables III, IV, and V of the official tables computed in the Meteorological Office, and based on Regnault's modifications of August's formula

The directions and the movement of the wind are taken from the trace of a Beckley's anemograph.

The mouth of the rain-gauge is one foot above the ground.

dew, dew.

METEOROLOGICAL OFFICE, GOVT. OF INDIA,
Alipore (Calcutta), the 25th March 1901.

G. W. KÜCHLER,
For Meteorological Reporter to the Govt. of India and Director-General of Indian Observatories.

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT.

Approximate Return of Traffic on the Circular and Eastern Canals for the week ending Saturday, the 23rd March 1901, as compared with the corresponding week of the previous year

Nature of Cargo	Week ending Saturday the 23rd March 1901			Week ending Saturday the 24th March 1900		
	Number of boats	Weight of cargo	Tollage	Number of boats	Weight of cargo	Tollage.
		Mds	Rs		Mds	Rs
Rice and paddy	471	89,475	1,404	833	2,39,615	3,930
Jute	24	11,105*	137	12	6,525	73
Firewood	73	47,175	708	48	39,550	595
Other articles	769	1,79,462	2,640	728	2,02,270	2,567
Total	1,337	3,27,217	4,889	1,621	4,81,060	7,165

* Weight of cargo jute by canal measurement 10,862

Weekly Return of Traffic Receipts on Indian Railways

BENGAL CENTRAL RAILWAY COMPANY LIMITED

Approximate Return of Traffic and Mileage for the week ended [illegible]th March 1901, on 139 miles open

	Coaching Traffic: No. of passengers	Coaching Traffic: Coaching receipts	Merchandise and Mineral Traffic: Weight carried	Merchandise and Mineral Traffic: Receipts	Other receipts	Total earnings	Traffic train miles run: Coaching	Traffic train miles run: Merchandise	Traffic train miles run: Total
		Rs. A. P.	Mds. S.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week *	7 [illegible]	[illegible] 0 0	[illegible] 0	[illegible]	3 0 0	[illegible]	[illegible] 071	2 023	[illegible]
Do. per mile of railway	[illegible]	[illegible] 0 0	[illegible] 0	[illegible]		[illegible] 0 [illegible]			
For previous [illegible] weeks of half year*	40 [illegible]	[illegible] 0 0	[illegible] 0	[illegible]	[illegible] 0 0	[illegible] 16 0 [illegible]	43 4 [illegible]	[illegible]	[illegible]
Total for 10 weeks	[illegible]	[illegible]	[illegible] 0	[illegible]	[illegible] 0 0	4,[illegible]70 0 0	47 [illegible]	26 [illegible]	[illegible]
Comparison									
Total for corresponding week of previous year	[illegible]	[illegible] 0	[illegible] 0	[illegible]	1[illegible] 0 0	2 0[illegible] 0 0	4 488	3 465	7 [illegible]
Per mile of railway corresponding week of previous year	[illegible]	101 0	[illegible] 0	[illegible]	1 0 0	16 0 0			
Total to corresponding date of previous year	[illegible]	[illegible]	[illegible]	[illegible]	[illegible] 0	[illegible] 0 [illegible]	50 [illegible]	[illegible] 440	[illegible]

* [illegible]
† [illegible] traffic [illegible]

BENGAL AND NORTH WESTERN RAILWAY

Approximate Return of Traffic for the week ending [illegible] March 1901, on [illegible] miles open

	Coaching Traffic: No. of passengers	Coaching Traffic: Receipts	Merchandise and Mineral Traffic: Weight carried	Merchandise and Mineral Traffic: Receipts	Other earnings (estimated) including [illegible]	Total earnings	Traffic train miles run: Coaching	Traffic train miles run: Merchandise	Traffic train miles run: Total
		Rs.	Mds.	Rs.	Rs.	Rs.			
Total traffic for the week	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Do. per mile of railway	[illegible]	[illegible]	17 47	[illegible]	14	[illegible]			
For previous [illegible] weeks of half year	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total for [illegible] weeks	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Comparison									
Total for corresponding week of previous year on [illegible] miles open	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Per mile for corresponding week of previous year	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	14			
Total to corresponding date of previous year	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

[illegible]

SEGOWLIE RAKSAUL BRANCH RAILWAY

(Worked by the B. & N. W. Railway.)

Approximate Return of Traffic for [illegible] ending [illegible] March 1901, on 18 miles open

	Coaching Traffic: Passengers carried	Coaching Traffic: Receipts	Merchandise and Mineral Traffic: Weight carried	Merchandise and Mineral Traffic: Receipts	Other earnings (estimated)	Total earnings	Traffic train miles run: Coaching	Traffic train miles run: Merchandise	Traffic train miles run: Total
	No.	Rs.	Mds.	Rs.	Rs.	Rs.			
Total traffic for the period on 18 miles open	[illegible]	15	[illegible] 077	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Do. per mile of railway	71 27	[illegible]	53	[illegible]	[illegible]	[illegible]			
For previous [illegible] weeks of half year	[illegible] 187	[illegible]	[illegible]	[illegible]	[illegible]	7 [illegible]	[illegible]	[illegible]	[illegible]
Total for 10 weeks	17 [illegible]	[illegible]	[illegible]	[illegible]	7	[illegible]	[illegible]	[illegible]	4 [illegible]
Comparison									
Total for corresponding week of previous year on 18 miles open	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	43[illegible]	[illegible]	[illegible]	
Per mile of corresponding week of previous year	[illegible]	[illegible]	503 [illegible]	11 [illegible]	0 [illegible]	[illegible]			
Total to corresponding date of previous year	1[illegible],034	[illegible]	[illegible]	[illegible]	[illegible]	6 036	[illegible]	[illegible]	[illegible]

SEGOWLIE RAKSAUL BRANCH RAILWAY

(WORKED BY THE B. & N.-W. RAILWAY.)

Audited Return of Traffic for last 9 days of December 1900 on 18 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run		
	Passengers carried	Receipts	Weight carried	Receipts			Coaching	Merchandise	Total
	No.	Rs. A. P.	Mds.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the period on 18 miles open	2 4 4 [illegible]	4 [illegible] 13 7	16 [illegible]	3 0 14 11	9 [illegible]	947 4 0	205	119	324
Or per mile of railway	133 33	[illegible] 3 5	[illegible]	19 7 11	[illegible]	[illegible] 1 2			
For previous [illegible] weeks of half year	31[illegible]	6 2[illegible] 9 10	1[illegible] 1 3	4,02[illegible] 10 0	[illegible] 8 13 0	[illegible] 1 7	[illegible]	1 56[illegible]	5 346
Total for the half year	[illegible] 7	[illegible]	163 [illegible]	4 [illegible] 9	4 [illegible]	10 [illegible] 1	[illegible] 97	1 [illegible]	5 670
COMPARISON									
Total for corresponding period of previous year	1 [illegible]	9 7 6 3	10 1[illegible]	24[illegible] 12 0	10 0 0	[illegible] 2 [illegible]	210	72	[illegible]88
[illegible] of previous year	10[illegible]8	15 [illegible] 7	[illegible]	13 6 0	0 [illegible] 11	[illegible]			[illegible]
Total to corresponding date of previous year	11 7[illegible]	2 [illegible] 8 9	100 [illegible]	2 851 15 0	2[illegible] 1 0	[illegible] 3 [illegible] 9	1 [illegible]	776	[illegible]

ASSAM BENGAL RAILWAY

Approximate Return of Traffic for the week ended 2nd March 1901, on 597 miles open for all descriptions of traffic, and an additional [illegible] miles [illegible] goods and parcels traffic only

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	No. of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week	3[illegible] 2 1	[illegible]	1[illegible]8 [illegible]7 0	1[illegible] 0 0	1 [illegible] 0 0	[illegible]	4 1[illegible]	7 [illegible]	11 906
Or per mile of railway	8[illegible]	[illegible] 3[illegible]	1	[illegible]	3 1	[illegible]	[illegible]	1 [illegible]	2[illegible]
For previous 8 weeks of half year	[illegible] 9	1 1 0 0	714 18[illegible]	9 14 0 0	0 11 0 0	[illegible] 18 0 0	[illegible]	4[illegible]	87 147
Total for 9 weeks	[illegible]	[illegible] 4 1 0 0	[illegible] 3 0[illegible] 0	1 10 [illegible] 0 0	2 [illegible]17 0 0	[illegible] 472 0 [illegible]	4 [illegible]	[illegible]	93 053
COMPARISON									
Total for corresponding week of previous year	3[illegible] 8	[illegible] 401 [illegible] 0	118 5[illegible] 0	11 683 0 0	1 614 0 0	31 733 0 0	4 [illegible]	4 811	9,778
Per mile of railway corresponding week of previous year	1 0	60 [illegible]	270 60	26 7[illegible]	[illegible]	97 18	1 [illegible]	11 0[illegible]	23 56
Total to corresponding date of previous year	28 [illegible]	1 8 [illegible] 0 0	1 1[illegible] 3 9 [illegible]	1 06 721 0 0	1[illegible] 0 0	3 0[illegible] 573 0 0	37 87[illegible]	45 [illegible]	8[illegible] 569

* [illegible] under column other earnings. [illegible] Chittagong [illegible] the amount [illegible] ballast [illegible] have been included under column other earnings.

FINANCIAL YEAR

Approximate Statement of Gross Receipts of the Assam Bengal Railway

Receipts for week ending 2nd March 1901			Receipts [illegible] 1st March 1900			Total receipts from 1st April 1900 to 2nd March 1901			Total receipts from 1st April 1899 to 3rd March 1900			Total increase in 1901	Total decrease in 1901
Mean miles worked	Receipts	Per mile per week	Mean miles worked	Receipts	Per mile per week	Mean miles worked	Total receipts	Per mile per week	Mean miles worked	Total receipts	Per mile per week		
	Rs.	[illegible]		Rs.	Rs.		Rs.			Rs.		Rs.	Rs.
5 8	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]		43	14 [illegible]		1 [illegible]	–

DARJEELING HIMALAYAN RAILWAY COMPANY, LIMITED.

	Rs.	A.	P.
Approximate earnings for the week ending 16th March 1901	160 8	0	0
Audited earnings for the corresponding period of 1900	170[illegible]	0	0
Decrease	1 011	0	0
Receipts per mile for the week ending 16th March 1901	3[illegible] 13		10
Ditto for the corresponding period of 1900	33[illegible]	11	0
Decrease	1[illegible]	13	2
Total from 1st January to 16th March 1901	1 18 [illegible]	0	0
Ditto for the corresponding period of 1900	1,46, [illegible]	0	0
Decrease	28,020	0	0

Printed at the Printing Office and published by the Book Depôt of the Bengal Secretariat, Writers' Buildings, in the City of Calcutta, on 27th March 1901.

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CONTENTS

RESOLUTION ON THE REPORT ON THE ANNUAL ADMINISTRATION OF THE OPIUM DEPARTMENT FOR THE YEAR 1899-1900

REVENUE DEPARTMENT—OPIUM

RESOLUTION—No 1761

Calcutta, the 28th March 1901

READ—

The Report on the Annual Administration of the Opium Department for the year 1899-1900 (1st September 1899 to 31st August 1900)

UNDER the recent orders of the Government of India the reports of the two Opium Agents are not attached to the Board's present report. This has required an adaptation of the Opium Agents' tables and statements for incorporation in the present report. In the result the Board have remarkably consolidated and shortened their report, and give grounds for still further improvement in the future The tour of Mr Baillie, the Opium Agent for Benares, was most comprehensive and useful, and throughout the Benares Agency the shortest tour of the departmental officers was longer than the longest tour in Bihar. The Board notice this and there is abundant evidence that in the Bihar Agency there is special need of close enquiry and check, and the Board will doubtless ensure that the officers' tours are longer and more thorough. The Bihar officers check-measured some 10,000 less plots during the year under report than in the preceding year, and in the plots so measured there has been a rise and not a fall in the proportion of failure to cultivate. The percentage of such failures is far higher in the Bihar than in the Benares

Agency, and demands the most careful attention from the officers of the Department The Lieutenant-Governor hopes to see a marked improvement during the ensuing year. The proposal to utilise the patwari agency of the North-Western Provinces for reporting poppy areas in the Benares Agency was accepted by the Government of the North-Western Provinces and Oudh With the approval of Government, the scheme, however, was not put into execution during the year owing to the employment of the patwaris on census work

2 The increased area engaged for in the Bihar Agency cannot be considered as indicating a genuine increase in the popularity of the crop it was due to a special cause, viz, the long-term settlement accompanied by large advances in the Tirhut Sub-Agency. The cultivators, however, took advantage of the system to obtain loans, free from the interest they would have had to pay to the money-lenders, without the intention of maintaining the settlements for the term of years stipulated, and the Board have accordingly rightly discontinued the system. In the Benares Agency there was a very remarkable increase in the area engaged for, which the Lieutenant Governor is glad to observe was not confined to any particular division Much of this result is due to Mr Baillie's judicious tour to the various centres, where settlements were being made, and the report indicates the three direct causes that led to the increase The most remarkable proportion of the increase is in the triangular tract of country comprised between Bareilly as the apex and Etawah and Bara Banki to the west and east, respectively

3. The average outturn per bigha in the Bihar Agency showed a fall of [illegible] chataks as compared with last year, whereas in Benares it exhibits an increase of some 2 chataks This was directly due to the very unfavourable season in the Bihar Agency The first sowings failed owing to absence of rain, but the lands were resown on rain falling in November, and the crop promised well, when in January a severe hailstorm wrought great havoc to the crop. In the Benares Agency, on the other hand, the rainfall was favourable to the crops, and the year was very free from insect-pest Severe damage was, however, caused to the crop by hail in the Azamgarh and Ghazipur Agencies In Bihar there was a decrease in the irrigated area and in the money advanced for wells, the explanation advanced for which is that the good rain from July—September filled the jhils and tanks, rendering irrigation from them practicable. This is not, however, quite consistent with the large increase in failures of the land sown during the year under report.

The Lieutenant-Governor has read with interest the remarks with regard to advances for wells on personal security being increased from Rs [illegible] to Rs 100 and that refunds should be made in three instalments A good irrigation supply for poppy is all important, and anything that can be reasonably done to increase the popularity of loans for the construction of wells he will welcome

4 He agrees with the Board's remark about making the boundaries of licenses conterminous with those of revenue mauzas the mauza varies so greatly in size that any such general rule would be injudicious the idea of the mauza as a unit may be a good one, but the essential aim should be to assign to the lambardars areas which, while admitting of their being effectively supervised by one person, will still afford sufficient remuneration to attract a good class of men.

5 The Lieutenant-Governor is glad to notice that Mr. Blyth was able to arrange the friction that had occurred between the department and the indigo planters in regard to their claim on poppy lands In the Benares Agency sugarcane cultivation was the chief rival to poppy

6 It is satisfactory that at Ghazipur it was possible to manufacture at a consistence within the standard, and that Government therefore was saved the loss that it has suffered for many years past Climatic conditions, prompt weighment, and the efforts of the officer to induce the cultivators to keep down consistence contributed to the success Bad weather and the scanty yield caused a rise in the consistence of the opium from the Bihar Agency, but this is another matter to which the Bihar officers must give their special attention

7 The prejudice against the preparation of leaves still continues in Bihar, and the shortage was made up from Benares It will probably be necessary to revise the system of classification and payment, and proposals to that end have been made to the Government of India No definite remedy has so far been devised to obtain a larger supply of pure pasowa from the cultivators in the Benares Agency. His Honour will await with interest the continued experiments which are being made He is glad to observe that the adulteration of opium with soapstone has been detected, and trusts that the prompt punishment of the offenders will have a wholesome effect

8 The Lieutenant-Governor agrees with the Board in holding that Mr. Tytler's proposal to abolish the system of final payments according to factory assay is impossible until a more scientific method of classification by the local authorities is devised He notices with regret the large outstanding balance from the Tehta Sub-Agency, and he agrees with the Agent that efforts were not made early enough for its recovery by the officer in charge The Ghazipur Division also shows a large outstanding balance, which is attributed to the damage wrought by hail This no doubt wrought much havoc, but Azamgarh was also reported to have suffered very severely from this cause There would appear to be no *primâ facie* reason why the balance outstanding should be so large in the case of Ghazipur and comparatively small in that of Azamgarh With regard to items shown as irrecoverable careful enquiries should be made and a report submitted for permission to write them off

9 The standard outturn of 54,000 chests of provision and 7,000 to 8,000 maunds of excise opium enjoined by the Government of India was not reached because the average outturn per bigha was lower than that on which the Government of India had based their normal requirements Subsequently at the suggestion of the Government of India the standard requirement has been fixed at 48,000 chests provision opium *plus* the ordinary excise requirements Cultivation will be regulated accordingly

10 The agreement to supply Messrs. Burgoyne, Burbidges and Company with a monthly supply of opium alkaloids does not, in view of the repeated analyses made by the Chemical Examiner to Government of the mixtures of the Company and their allegations of the impurity of the Government supply, appear satisfactory The Lieutenant-Governor awaits the further report promised

11 The expenditure for the year under review showed a decrease in the Bihar Agency of over 8 lakhs and in the Benares Agency an increase of over 30½ lakhs The reasons for the decrease and increase fall under the same heads in both Agencies, *viz* cost price of opium, there being a short and large outturn in Bihar and Benares, respectively

12 The Lieutenant-Governor notices that the Bihar Agent is of opinion that very little opium is retained by the cultivators for smuggling purposes In the Benares Agency, on the other hand, it seems, judging from the case of the organised gang who were convicted for adulteration, that retention on a large scale is common The Lieutenant-Governor, while agreeing that inquisitorial proceedings are not advisable, would again call the attention of the Agent to the necessity of impressing on all officers the need of keeping a careful watch on all cultivators whose outturn is habitually short The statistics of convictions fines and rewards seem to indicate, as the Board observe, a relaxed activity in the administration of the Opium laws In view of the probable increase in the illicit trade with Burma, vigilance must not be relaxed

13. The Lieutenant-Governor is pleased to observe the continued successful working of the alternative asamiwar system in the Aligunj Sub-Agency The success that attended its introduction in Bettiah and Tirhut have led the Government of India to sanction its extension to the rest of the Agency, with the exception of the Hazaribagh Sub-Agency The Government of India in May 1899 asked for a report as to the possibility of introducing the asamiwar system into the Gorakhpur and Basti subdivisions The Agent's reply is embodied in the Board's report it appears that the system has been introduced with much success in Gorakhpur, where a personal attendance of 92 per cent of the cultivators was secured In Basti cultivators take very small advances, and the percentage there is not so high. The Lieutenant

Governor observes that the experiment of packing opium of the first class in bags has turned out well this will result in a considerable saving of expense over the old system of packing in jars, and he trusts that the continued experiment in the same direction with regard to second class opium will eventually prove equally successful The result of the experiment which will be undertaken in Muzaffarpur with a view to the utilisation of the survey maps and settlement records is awaited with interest.

14 In conclusion the Lieutenant Governor desires to place on record his thanks to the Hon'ble Mr Oldham for his exceptionally able administration of the department during his term of office in the Board The services of Mr Baillie during the year have been of prominent value. The commendations of other officers of the department by the Board of Revenue will be noted.

By order of the Lieutenant-Governor of Bengal,

F A. SLACKE,

Secretary to the Govt. of Bengal.

RESOLUTION ON THE REPORT OF THE COMMITTEE APPOINTED TO ENQUIRE INTO THE WORKING OF THE CALCUTTA PORT TRUST

No. 606Mne

Government of Bengal.

MARINE DEPARTMENT.

Dated Calcutta, the 1st April 1901

RESOLUTION

READ—

Government of Bengal Resolution No 2074 Marine, dated 30th October 1900

Report of the Committee appointed to enquire into the working of the Calcutta Port Trust, dated the 15th March 1901

Resolution —In the Resolution of the 30th October last the Lieutenant-Governor of Bengal appointed a Commission to enquire into matters connected with the Port Trust of Calcutta The Commission consisted of the following gentlemen —

The Hon'ble E N Baker, C S I	*President*
The Hon'ble G H Sutherland, President of the Chamber of Commerce and partner in the firm of Messrs Begg Dunlop and Company	*Members*
The Hon'ble Sir Allan Arthur, Kt, partner in the firm of Messrs Ewing and Company	
Sir Patrick Playfair, Kt, C I E, partner in the firm of Messrs Barry and Company	
Mr F G Dumayne, Secretary of the Bombay Port Trust	
„ A Muirhead, General Traffic Manager, G I P Railway	
„ J Lightfoot, Manager, Eastern Bengal State Railway	
„ E R Gardiner, Under-Secretary to the Government of Bengal, Public Works Department	*Secretary*

2 The Commission held twelve meetings and took evidence, both orally and in writing, from any gentlemen who wished to state their views the Commission inspected all parts of the Trust property and visited Luff Point with reference to the proposal to construct coal docks at that place a Sub-Committee of the three expert members of the Commission fully investigated the methods of working, the duties of the staff, the financial results of the operations of the Port Trust, and, generally, the state of efficiency of each branch of the administration of the Trust The report of the Sub-Committee is an appendix of the Report of the Commission.

Page 2, paragraph 4

THE THREE QUESTIONS REFERRED TO THE COMMISSION

3 The issues, referred to the Commission, were.—

(1) How far can the present management of the Port Trust be improved—
   (a) with regard to efficiency ?
   (b) with regard to economy ?

(2) Should the profits of one part of the Trust property be used to meet deficits on another, or should they be kept entirely separate

(3) Should the offices of Vice-Chairman and Chief Engineer be separated, on the expiration of the term of office of the present incumbent, and, if so, what other changes, if any, in the present organization are desirable ?

4. With reference to the first question numerous suggestions are made to increase the efficiency of the various departments of the Trust, and the Commission makes various proposals which are estimated to produce, partly by economy in present expenditure, partly by re-adjustments in existing rates and charges, and partly by increase

Paragraph 188

in rents and miscellaneous receipts, a net annual improvement of nearly 5¼ lakhs of rupees in the financial position of the Trust. On the other hand, certain named additional capital expenditure is advocated.

5. The reply given to the second question is, that the Commission considers that the operations of the Trust should be treated as a whole, and that the contention that each department should be independent and self-supporting cannot be maintained.

Paragraph 18

In regard to the third question, the Commission points out that there is no difference of opinion on the main point, and recommends, without hesitation, that the posts of Vice-Chairman and Chief Engineer should be separated. The Lieutenant-Governor, with the concurrence of the Commissioners of the Port Trust, has already given his approval to arrangements which will give effect to this recommendation. Various recommendations are made concerning less important questions connected with the establishment of the Port Trust.

Paragraph 170

FINANCIAL CONDITION OF THE TRUST

7. The Report refers to the fact that, when the Commissioners of the Port entered on their duties in 1870, they took over from Government four jetties and some minor works of improvement of the river bank, and leased the Strand Bank lands. At that time they accepted a capital debt, which was subsequently expressed as Rs 17,65,000, representing the value of the Port Block made over to them. During the thirty years which have intervened, the Trust has developed and increased their property, so that the book value of the block now stands at more than 570 lakhs of rupees, and the Trust has nearly 36 lakhs accumulated in reserve and sinking funds. The Report refers to the development of the Port Trust in these words —

Paragraph 9

Paragraph 10

"For this Capital expenditure the work done by the Trust may be summarised thus — It has greatly extended the jetties, and the accommodation provided in connection with them, it has furnished special accommodation for the petroleum trade and tea trade, the coal trade and the salt trade, and is now providing similar facilities for the wheat and seed trade. It has supplied the shipping with a graving Dock, and is now building a second. It has lined the Calcutta bank of the river with wharves for the convenience of the inland trade, and has made similar, though less extensive, arrangements on the Howrah bank. It has constructed a railway on both banks of the river, and has provided a fully equipped Dock for which demands have been made at intervals from so far back as 1781."

Page 5, paragraph 10

8. The report points out that the main heads of expenditure of all Departments of the Trust, in 1899-1900, may be stated thus —

Page 6, paragraph 15

	Rs
Establishment ..	16,38,897
Working expenses	15,44,509
Repairs, renewals and depreciation .	7,58,328
Rent and taxes ...	2,63,624
Interest and sinking fund	22,99,174
Miscellaneous . .	1,48,963
Total ..	66,53,495

and, referring to the manner in which the accounts of this expenditure is presented, it is stated that the Commission had frequent occasion to endorse the view of their Sub-Committee that "the mass of information published in the Administration Report of the Trust is much of it unnecessary while the mode of stating it is confusing, misleading and, in some cases, inaccurate." The Commission recommends a system of accounts for consideration. The Lieutenant Governor considers it a matter of importance that the forms of account should be improved and simplified.

Page 7, paragraph 16.

9. The Report points out that the heaviest item in the total expenditure of Rs. 66,53,495 is the charge for interest and sinking fund on the capital debt. This debt stands thus —

Page 9, paragraph 24

	Rs	Rs
Original amount of loans raised up to 31st March 1900		4,85,60,666
Debenture Loan of 1900-01		10,35,600
		4,95,96,266
Repaid to Government	34,21,801	
Book debt (not repayable) on account of value of original Port Block	17,65,000	
		51,86,801
Present balance of the Commissioners' debt		4 44,09,465

10. This debt is of three kinds —

Page 10, paragraph 27

	Rs
Balance of Government consolidated loan	26,03,299
Government Dock Loan	2,87,70,566
Debentures	1,30,35,600
	4,44,09,465

Under existing arrangement the first of those loans will be liquidated in 1910. The Commission proposes that the Port Commissioners should raise a new debenture loan, having a currency of thirty years, to pay off this Government loan The effect of this will be to postpone the ultimate liquidation of this part of the debt from 1910 until 1931, with the result, of course, of immediate financial advantage to the Trust. This advantage is estimated at an annual sum of Rs. 1,69,140. The Lieutenant-Governor anticipates that this proposal will meet with the approval of the Port Commissioners

11 The Government dock loan of Rs 2,87,70,566 is, under existing arrangements, to be paid off in 1937 by a sinking fund which will not be instituted until 1910 At present the Port Trust pay only the annual interest (Rs 11,50,823), which is due on this debt The Commission suggests that the period of repayment of the Loan should be extended to 1951, that is, to sixty years, from the year 1891, when the Docks were held to have been completed The report says —

Page 10, paragraph 29

"We are of opinion that, in the case of permanent works of such a nature as the Kidderpore Docks, the period of repayment might reasonably be extended We are informed that the Trustees of the Port of Bombay have, with the consent of the Government of India, recently formed a General Sinking Fund for the extinction of the whole of their Capital Debt, both to Government and to the public, calculated so as to extinguish the existing debt in sixty years, also that the City Improvement Trust, Bombay, has authority to issue loans repayable in sixty years We understand, also, that sixty years is the period fixed by the Treasury authorities in England for the liquidation of loans, for works of a durable or permanent character, raised by local authorities We consider that, in virtue of these precedents, the Government of India might be asked to extend the period of repayment to 1951, or sixty years from the date of completion of the Docks."

The Lieutenant Governor again anticipates that this proposal will have the support of the Commissioners of the Port Trust, and the Chamber of Commerce

12. With reference to the Debenture Loans of Rs. 1,30,35,600, the Commission points out that they must, of course, be liquidated according to the terms prescribed at the time of issue, but the recommendation is made that the Calcutta Port Act be amended, so that, in future, the Sinking Funds necessary to liquidate new loans should be on the basis of repayment in sixty years.

This proposal is in accordance with the existing practice and the law in the case of the Bombay Port Trust The Report says —

"We recommend that section 24 (1) of the Calcutta Port Act be amended so as to bring it into uniformity with the Bombay Act. In Bombay debenture loans are not usually issued for a longer period than thirty years, but the Trustees are not required by law to, and do not in practice, provide

Page 11, paragraph 3

a Sinking Fund sufficient to liquidate their loans within thirty years. They provide a Sinking Fund sufficient to liquidate all their loans within sixty years, and, when any loan falls in, they liquidate it partly by means of the Sinking Fund and partly by issuing a fresh loan for the balance "

The Lieutenant-Governor will await the opinion of the Port Trust and of the Chamber of Commerce in this matter.

13 The report of the Commission shows, in a statement No. 4, Appendix C, of the Report, that the effect of the proposals with reference to the three classes of loans, would be to place the general financial condition of the Port Trust in the following position —The consolidated Government Loan Rs 26,0 ,299, would be paid off in 1930, the Government Dock Loan would be paid off in 1951, the present Debenture Loans of Rs 1,30,35,600 would be paid off as they become due and this would be done, not only without any additional burden on the annual charges of the Port Trust, but with an immediate saving of Rs 1,69,140 a year, and, if the annual charge on account of Interest and Sinking Funds were maintained at its present figure, with the possibility of raising new loans of approximately the same amount as the existing Dock Loan (287 lakhs)

Page 237
Page 10, paragraph 26

14 The Commission is not able to propose any material reductions in the other main heads of expenditure of the Trust, but proposes certain changes which will produce the following improvement in the annual revenues —

Page 22, paragraph 62
Page 51 , 190

	Rs	Rs
Annual saving on interest and sinking funds	1,69,140	
Other savings	80,732	
		2,49,872
Increase of rates and charges		2,25,000
Increase of rents and miscellaneous		66,500
Net improvement		5,41,372

and this improvement is calculated without reference to any probable increase in the trade of the Port, or to certain economies in the cost of repairs, working expenses, and handling charges, which are recommended generally, but can not be accurately stated. On the other hand, the Commission proposes additional expenditure on various improvements

Page 51, paragraph 190

15 These considerations bring the conclusion that, if the proposal to base the Sinking Funds on a period of sixty years instead of thirty years be accepted, and if the economies and increases in revenue just mentioned are effected, the financial position of the Calcutta Port Trust will be a very strong one The Trust will be able to carry on their present operations, and to incur additional capital expenditure, to at least the extent which is meanwhile advised to be necessary, without any increase in the total annual expenditure of the Trust.

SPECIAL TOLL.

16 The Special Toll, which is now levied under section 108 of the Calcutta Port Act, is annually imposed only if, in the words of the law, "on the preparation of the estimate of any year, it shall appear that the estimated income * * * after deducting therefrom the estimated expenditure * * * will be insufficient for the payment of the sums which * * * will be payable during the year " This toll in short is, at present, a resource which is only to be applied when it becomes absolutely necessary to enforce it in order to adjust the income to the expenditure of the Port Trust.

17 The Report of the Commission recommends that the "Special Toll" should be regarded in quite another light, and that its designation should be altered. It is pointed out that on the Mersey, the Clyde and the Tyne, a "River due" is regularly levied, and that the circumstances of the Port of Calcutta make such an impost specially applicable The Commission recommends that this

Page 12 paragraph 35

"Special Toll" should be changed into a "River due" and made the main permanent source of revenue of the Port Trust, and that the charges made for landing, shipping and for special services rendered should be the varying elements in the Port Trust Revenue, to be adjusted, from time to time, in accordance with the financial position The present rate of four annas per ton weight of cargo is recommended for all goods, except coal, on which the Commission proposes that the "River due" should be one anna a ton This is the one part of the Commission's recommendations on which there is likely to be a difference of opinion, and the Lieutenant-Governor, before coming to a final decision, will hear what the Port Commissioners themselves and the Chamber of Commerce have to say. The arguments of the Commission have been very temperately stated, and they possess all the force of the unanimous opinion of a Commission nominated by the Chamber itself of the men who from ability and experience are likely to present a wise advice.

JETTIES

18. The Commission points out that it has been stated that the importer is being heavily over-charged at the Jetties to enable the Port Trust to meet deficits caused mainly by exports. But the accounts of the Jetties, as they are kept at present, include the figures referring to many special services, such as the Petroleum Wharf, the Tea Warehouse, the Piece-goods Warehouse, and others. If these are eliminated, it will be found that the results obtained from the Jetties alone only give a return of about 5½ per cent. on the capital cost of the Jetties, and less than that if the value of the land on which they stand is included

Page 7, paragraph 17

19. The Commission refers to the question of dealing with both imports and exports at the Docks instead of the present system under which imports are mainly dealt with at the Jetties, and exports in the river and at the Docks. The conclusion of the Commission is that, at present, it is not possible to modify the existing practice.

20. The complaints made of the want of space and alleged mismanagement at the Jetties are very fully discussed by the Commission. Definite recommendations are made with reference to (1) large increase in the accommodation by the erection of sheds of two and three storeys in place of the present single storeyed ones, (2) the rearrangement of the Railway lines and the provision of hydraulic capstans, &c.; (3) new warehouses for uncleared goods, (4) new cranes, and other matters, in order to improve the facilities for clearing goods Recommendations are also made about the system of Jetty management, and about the accounts kept in the sheds and warehouses. Certain recommendations are made concerning the rates and charges.

21. Concerning the accommodation for the coasting trade, the Commission recommends the erection of two jetties on the embankment now used for this trade, which would be a substantial improvement on existing arrangements. In the case of the inland vessels wharves, the Commission recommends that the Port Trust should provide sufficient shed accommodation for inland vessels traffic as they do for ocean-going steamers. Various recommendations are made with reference to the rates, charges and accounts connected with the Tea Warehouse and Petroleum wharves. All these questions are, primarily, for the consideration of the Commissioners of the Port. They will, no doubt, submit to Government estimates for carrying out such works as may appear to them desirable

Page 17, paragraph 61

Page 19, paragraph 63

STRAND BANK LANDS

22. Concerning the Strand Bank lands the Commission makes suggestions concerning the rents and charges, which will increase the revenue of the Trust

HARBOUR MASTER'S DEPARTMENT

23. The Commission makes an important suggestion regarding the scale of charges for mooring hire which, it is suggested, ought to be revised. The present scale was fixed in 1873, when the average tonnage of vessels was much less than at

Paragraph 76, page 21

present. Vessels over 3,000 tons, which now visit the port in considerable numbers, pay at present a uniform rate of Rs. 15 a day only. A suitable sliding scale of rates would bring in a considerable increase in revenue. The Commission also recommends a revision of the charges as between Government and the Port Trust of the River and Dock Police, which the Lieutenant-Governor will be glad to consider if definite proposals are submitted to him.

PORT TRUST RAILWAY.

Page 23, paragraph 86

24 Important suggestions are made concerning the management of the Railway In this matter the report of the Sub-Committee of Experts is especially valuable. In the first place, the Commission recommends that the main line, along the river face from Cossipore to the Docks, should be improved in various ways, but that the chief thing is to provide two clear lines for up and down traffic by rearrangement of the sidings.

Paragraphs 92, 94 and 99, page 25, 26

25 The view has been expressed, in some quarters, that the management and working of the Port Trust Railway is not a function of the Port Trust at all, but that it would be better if the entire railway were given over to one of the large Railway Administrations This opinion does not find favour with the Commission One member of the Commission, whose opinion carries much weight, proposed that the foreshore line from Cossipore to the Dock should be made over to the E B Railway, but the majority of the Commission were opposed to this proposal, mainly on the ground that the intervention of a foreign railway in the business of the port would not be beneficial. Again, certain members of the Commission recommended that the working of the Dock junction, which is a short section of the railway, which takes off from the Budge Budge branch of the Eastern Bengal State Railway and runs to the Docks, should be handed over to a Railway Administration to work On this subject the Commission is not unanimous in their recommendation, but the majority are opposed to the proposal, and recommend that the junction should remain under the jurisdiction of the Port Trust It is said —

Paragraph 99, page 25

"Our principal reason is that it is in our opinion altogether against the best interests of the port to allow the terminal arrangements to pass in any way out of the control of the Port Trust and into the hands of a foreign agency, specially one whose primary object must necessarily be the earning of dividends rather than the provision of facilities for trade No such alteration of the authority of the Trustees would, in our judgment, be justifiable, unless it were conclusively shown to be necessary on either administrative or financial grounds or both In the present case this has not been done"

On this question the Lieutenant Governor is of opinion that the views expressed by the majority of the members of the Commission are right.

KIDDERPORE DOCKS

26 The Commission points out that these Docks have absorbed more than half the capital debt of the Port Trust, and that any financial difficulties of the Trust centre round them. Since the Docks came into general use in 1897-98, the annual deficits, including the charges on the debts, have been —

	Rs.
1897 98 actuals	15,37,394
1898-99 ,, . ..	14,67,949
1899-1900 ,, .	14,42,111
1900-1901 estimated	13,09,401

The deficits, though large, show a steady tendency to slow improvement.

Page 29, paragraph 112

But the sinking fund on the original Government Dock loan of Rs 2,87,70,566 does not come into effect until 1910, a fact which has to be borne in mind in regarding the above deficits The figures show the importance of efficiency and economy in the Dock management.

27. The Commission mentions the original scheme of a second Dock, and, referring to the question of the present accommodation for ships taking

general cargo (excluding coal), estimates that the total volume of general cargo dealt with at the Docks, during the last two years, was less than one-third of that which could have been dealt with, and the opinion is expressed that any expansion of the accommodation for general cargo will not be necessary for many years to come. The report then continues —

"When, however, expansion does reach the point at which additional berths become a necessity, these can readily be provided by gradual extension in a way similar to that in which the coal berths have been constructed The accommodation can be kept a little in advance of the traffic by the provision of one or two berths at a time No large capital expenditure is, therefore, required at present, and if it should be needed hereafter, it can be foreseen and spread over a number of years

Paragraph 116, page 30

28. Concerning the coal trade, the Commission has presented most interesting information. This is the most important individual trade for which accommodation is provided at the Docks, and it is one which was not contemplated at all when the Docks were constructed The Commission points to the rapid development of the trade in export coal as evidenced by these figures —

Page 30, paragraph 118

		1895-96	1896-97	1897-98	1898-99	1899-1900
Total exports*	Tons ...	815,533	1,103,760	1,622,564	1,799,414	1,681,919
Shipped from the docks	Tons ..	105,842	386,490	672,747	877,895	870,347
	Percentage.	12 9	35 0	41 4	48 8	51 7

while the total in the year 1900 reached 2,345,758 tons. The Commission considered various estimates of the probable further extension of the trade, and reached the conclusion, based, mainly, on figures supplied by Mr. Cable, that the rapid increase of the past few years was not likely to be maintained, and that the total probable exports from Calcutta during the next two or three years will, probably, not exceed 3,000,000 tons, of which, possibly, 2,300,000 tons may pass through the Kidderpore Docks

29 The Commission points out that the four existing berths at the Docks are capable of dealing with more than 1,200,000 tons a year, and that the two new berths, now under construction, will provide, even with coolie labour, for 600,000 tons more Mechanical appliances for loading coal are about to be introduced, which will increase this total delivery materially, and, if two berths only are provided with such machinery, the Kidderpore Docks will be able to ship 2,400,000 tons a year, which is above the estimate made by the Commission, of the probable demands on the Docks The Commission recommends that two berths only should be provided with mechanical appliances for loading, which, it is thought, should be sufficient for the necessities of the near future.

Page 33, paragraph 129

30 The Commission refers to the proposals which have been made to establish a separate Dock for coal alone, and remarks that such schemes can only be justified if it can be shown that the result would be an economy in the charges on the trade. It is said —

"The trade of the Port must eventually bear the whole of the charges involved in such proposals As long as existing arrangements suffice—and we believe they will suffice for many years to come—any proposal for large capital expenditure elsewhere to supplement them seems altogether premature We have no desire to dogmatize on so uncertain a matter, and we are perfectly alive to the possibility that our forecast of the future course of the coal trade may be falsified by results But it is the best we have been able to make after careful weighing of the information placed before us And if, as we anticipate, it proves to be approximately correct, we are clearly of opinion that the total volume of the export trade in coal, present and prospective, is not sufficient to make it economical or necessary to divide it between two ports of shipment"

Page 33, paragraph 131

The information collected by the Commission with reference to the coal trade, is of great value. It is now manifest that the Port Commissioners were wise in making provision for the two additional coal berths only, which are being constructed. There is every reason to think that they are likely to be sufficient for some time to come. It is clear also that the Kidderpore Docks will be easily able to provide the facilities which the trade is likely to demand, at a far less cost and in a far more convenient manner, than an

* Includes bunker coal

entirely new Dock, at another site, could do. The Port Commissioners have decided, on the advice of a Committee, which reported on the mechanical loading question, to fit one of the new berths, at once, with loading machinery of the type which is the less expensive of the two systems which were proposed, and with reference to the other berth, to await the experience gained in the first case The Lieutenant-Governor has approved this decision, and he is constrained, with regret, to agree in the general conclusions which the Commission has reached regarding the coal trade. The facts and opinions, which have been recorded, will be of great assistance to the firms engaged in that trade.

31. The Commission gives its support to the system of labour supplied by contractors, which is current in the Docks, rather than to that of departmental labour which has been advocated. Very little is said about the cost of the present system, except that, in the case of the coal labour, the Commission says that there is no evidence to show that the payments are excessive, and in reference to the cost of handling other goods, which is paid to contractors, that the 6⅔ annas per ton appears to be excessive The Lieutenant-Governor considers that this question of the cost of labour merits the further and special consideration of the Port Trust.

Paragraph 141, page 86

Paragraph 143, page 86

32. After making various proposals concerning other matters connected with the administration of the Docks, the Commission refers to the supervising staff entertained there, and suggests that material reductions in the staff should be made which might effect an economy of about Rs. 40,000 a year in the working expenses, irrespective of other possible reductions.

Page 87, paragraph 146
Appendix D, page 281

WORKSHOP AND STORES

33. The Commission recommends that the Workshop and the Stores Department should be transferred from the supervision of the Deputy Conservator and placed under the Engineer. It would appear that the Commission doubts whether the administration of these Departments is as economical, in some respects, as it might be, and suggests that expert advice may be taken as to the administration of the Workshops and as to the possibility of reorganising the staff of Mechanical Engineers The method under which repairs are carried out, without the previous preparation of estimates, is faulty, and should be corrected.

Page 89, paragraph 153

GENERAL

34. The Commission makes many subsidiary recommendations which are not mentioned in this note, and in concluding the report the Commission refers to all its criticisms and proposals in these words :—

Page 52, paragraph 191

"We by no means wish to leave the impression that the management of the Trust, as a whole, calls for condemnation It is probable that if a close investigation were to be made into the working of other large commercial or public undertakings in this country or elsewhere, there are very few which would emerge scatheless in every point of detail That the Port Commissioners have sometimes made mistakes in the past they would themselves doubtless freely admit. They have sometimes failed to accurately forecast the course of trade There has been some tendency to extravagance in respect of establishments, repairs and contingent charges There has occasionally been delay in providing the full facilities required for particular branches of trade They have not always employed their resources to the best possible advantage To these defects we have adverted in the course of our report, adding such suggestions for improvement as recommend themselves to us

Page 52

"But neither individually nor collectively are they of sufficient weight or importance to form the basis of any general charges of either insufficiency or disregard of economy. On the contrary, it is our unanimous opinion that, as a whole, the work of the Trust has been well done, and that, to use the words of our Sub-Committee, the Trustees 'have not been unmindful of the duty, which lies on them, of improving facilities and of providing in advance for the expansion of traffic'"

35 In this conclusion the Lieutenant-Governor concurs. In his Resolution appointing the Commission he said that the complaints before him did not contain the information which would lead him to doubt the efficiency of the

Port Commissioners' management The Commission's report discloses certain specific instances of mismanagement and miscalculation, but certainly disproves the general and sweeping charge of mismanagement brought against the Commissioners in some quarters. The Calcutta Port Trust is an enormous undertaking, and is annually expanding That it should have emerged from so minute an examination with so large a degree of credit, is, in the opinion of the Lieutenant-Governor, an outcome which the Commissioners and their officers may view with satisfaction. He desires to express his warm appreciation of the services rendered to the Port of Calcutta and to the commercial community by the members of the Commission, who have given so much time and labour to the report they have submitted. The work must have been a heavy one to all, and not least to those gentlemen who have given their services freely for the public advantage at the expense of their own private interests and business. The report is a most thorough one, and it cannot fail to materially aid in the future good management of the Trust to the great advantage of the trade of Calcutta and of India

By order of the Lieutenant-Governor of Bengal,

R B BUCKLEY,

Secretary to the Government of Bengal.

WEATHER AND CROP REPORT

For the week ending the 1st April 1901

Burdwan.—Rainfall at Raniganj 0·01. Weather seasonable. Pressing of sugarcane and harvesting of *rabi* continue. Fodder and water sufficient. Common rice selling as follows:—

	Srs	
Sadar	12	per rupee
Kalna	$10\frac{6}{16}$	
Katwa	$12\frac{1}{8}$	
Raniganj	$12\frac{1}{2}$	

Birbhum.—No rain. Weather hot. Harvesting of *rabi* crops over. Pressing of sugarcane continues. *Til* being sown. Price of rice at Sadar and Rampur Hat $12\frac{3}{4}$ seers per rupee. Fodder sufficient.

Bankura.—No rain. Weather seasonable. Pressing of sugarcane continues. Fodder dear. Water sufficient. No cattle-disease reported. Price of common rice at Bankura and Vishnupur $12\frac{1}{2}$ seers per rupee.

Midnapore.—No rain. Sugarcane being pressed. Common rice sells as follows:—

	Srs	
Sadar	13	per rupee
Contai	13	
Tamluk	11	
Ghatal	Report not received	

Hooghly.—No rain. Pressing of sugarcane nearly finished. Ploughing of winter paddy-fields continued. Prospect of standing crops good. Common rice sells at 10 seers 11 chitaks per rupee.

Howrah.—No rain. Weather hot. Fodder and water sufficient. Common rice sells at 10 seers per rupee.

24-Parganas.—Rainfall nil. Weather seasonable. Transplantation of *boro* in Barasat subdivision going on. No cattle-disease. Fodder and water sufficient. Common rice sells as follows:—

	Srs	
Sadar	10	per rupee
Barasat	10	
Basirhat	10	
Diamond Harbour	$10\frac{1}{2}$	

Nadia.—No rain. Weather seasonable. Cultivation of lands for *aus* going on, but rain wanted. Fodder and water sufficient except in Chuadanga. Common rice sells as follows:—

	Srs	
Sadar	$10\frac{3}{4}$	per rupee
Kushtia	12	
Meherpur	$10\frac{3}{4}$	
Chuadanga	$11\frac{1}{4}$	
Ranaghat	10	

Murshidabad.—No rain. Weather hot. Prospects of *rabi* not very favourable. Cattle-disease still reported from Gowas thana. Fodder and water sufficient. Common rice sells as follows:—

	Srs	
Sadar	13	per rupee
Jangipur	$13\frac{1}{4}$	
Kandi	14	
Lalbagh	$12\frac{3}{4}$	

Jessore.—No rain. Weather seasonable. Pressing of sugarcane going on. Rain is badly wanted for the ploughing of lands. Fodder and water sufficient. Common rice sells as follows:—

	Srs	
Sadar	11	per rupee
Jhenida	11	
Magura	$10\frac{1}{2}$	
Narail	10	
Bangaon	$12\frac{5}{16}$	

Khulna.—Rainfall nil Weather—day hot, night cool Preparation of lands for early rice crop continues Prospects of *boro* fair, but rain wanted Fodder and water sufficient Common rice sells as follows —

	Srs	
Sadar	11¼	per rupee
Bagorhat	13	
Satkhira	9¼	

Rajshahi.—Weather seasonable Rain wanted Prospects of crops good No cattle-disease Fodder and water ample Common rice selling at 13½ seers a rupee.

Dinajpur.—Rainfall nil Weather hot Stray cases of cattle-disease in some thanas Fodder and water plentiful Cultivation of *bhadoi* and jute commencing Rice sells at 14 seers per rupee in Dinajpur town and 11½ seers in mufassal

Darjeeling—Rainfall at Darjeeling 16, Kalimpong 11, Kurseong and Siliguri nil Weather seasonable *Hills*—*phapar*, wheat, barley, potatoes progressing *Terai*—Harvesting of sugarcane and tobacco proceeding Common rice sells as follows —

	Srs	
Hills	9	per rupee
Terai	13	

Bhutta sells at Darjeeling 18 seers and at Kalimpong 20 seers per rupee

Jalpaiguri—Rainfall nil Weather seasonable Harvesting of tobacco going on Fields are being prepared for *bhadoi* and jute Common rice sells at 11¼ seers a rupee Fodder and water sufficient

Rangpur—Rainfall nil Weather seasonable Sowing of *aus* and jute retarded Rain wanted Fodder and water sufficient Common rice sells as follows —

	Srs	
Sadar	11	per rupee
Gaibandha	11	
Kurigram	13	
Nilphamari	13	

Bogra—No rain Ploughing for *aus* and jute continuing Weather hot Rain wanted Fodder and water sufficient Common rice sells at 12½ seers per rupee

Pabna—Rain nil Weather excessively hot in the daytime though mornings and nights are cool Prospects of crops fair, but rain urgently wanted Sowings of jute commenced in a few places Prices practically unchanged Fodder and water sufficient

Dacca—Rainfall at Sadar 01, Manikganj nil, Munshiganj 16, Narayanganj 20 Weather seasonable Prospects of crops fair Rain wanted Fodder available Cattle-disease reported from Manikganj subdivision Common rice 10¼ seers per rupee

Mymensingh—Rainfall nil Weather seasonable *Boro* paddy needs rain Lands have been ploughed Common rice sells as follows —

	Srs	
Sadar	9	per rupee.
Jamalpur	9	
Kishoreganj	$9\frac{1}{16}$	
Tangail	10½	
Netrakona	8½	

Faridpur.—Rainfall at Sadar 0 04, Goalundo 0 18, Madaripur 0 43 Weather getting warm Rain wanted badly Prospects of crops depend on the rain Common rice sells at 11½ seers a rupee

Backergunge—Rainfall at Sadar 1 55 Weather seasonable Prospects of crops good Fodder and water sufficient No cattle-disease reported Common rice (*aman*) sells at 11 seers per rupee

Tippera.—No rain Weather hot Prospects of crops indifferent for want of rain Fodder available Drinking water getting scarce at Brahmanbaria Cattle disease reported from Chandpur and Hajiganj thanas Common rice sells at 10¼ seers per rupee

Noakhali.—Rainfall at Sadar nil, Feni 04 Sowing of *aus* commenced Prospects of standing crops medium Rain wanted Cattle-disease reported from Begamganj and Senbag Fodder and water sufficient. Price of common rice unchanged

Chittagong.—No rain Water and fodder becoming scarce Rice selling at 12½ seers per rupee.

Patna.—Rainfall nil Harvesting of *rabi* and lancing of poppy going on Threshing of *rabi* in progress No cattle disease Fodder and water for cattle sufficient Common rice sells at 14 seers per rupee in Patna town

Gaya—Rainfall nil Harvesting of *rabi* going on Collection of opium finished Common rice selling at 11½ seers per rupee

Shahabad.—No rain Weather seasonable Harvesting of *rabi* and pressing of sugarcane in progress Fodder and water sufficient Rice 11 seers a rupee at Sadar

Saran—Rainfall nil Weather seasonable Harvesting of *rabi* finished Threshing going on. Fodder and water sufficient. Common rice 13 seers 1 chitak and maize 22½ seers per rupee

Champaran.—Rainfall nil Weather seasonable Harvesting of *rabi* still continues Collection of opium approaching completion Prospects good Fodder and water sufficient Prices of common rice and maize at Sadar are 14½ and 23 seers per rupee respectively

Muzaffarpur—Rainfall nil Harvesting of *rabi* crops continued Prospects good Prices are—Common rice 13 seers, wheat 10 seers, barley 21 seers, maize 23 seers, gram 12 seers, *arhar* 13 seers a rupee

Darbhanga—Rainfall nil Harvesting of *rabi* in progress No cattle-disease reported Fodder and water sufficient Common rice sells as follows —

	Srs	
Sadar	15⅜	per rupee
Samastipur	15	
Madhubani .. .	15 $\frac{5}{16}$	

Monghyr—No rain Weather seasonable Harvesting of *rabi* and plantation of sugarcane going on Lands being prepared for *bhadoi* crops Common rice sells as follows —

	Srs	ch.	
Sadar	13	2	per rupee
Begusarai ..	13	0	
Jamui .	12	0	

Bhagalpur—Weather hot. *Rabi* being harvested *Bhadoi* being sown in some parts of the district No cattle disease Fodder and water sufficient Prices stationary

Purnea.—No rain Weather seasonable Wheat, gram and tobacco being harvested Outturn good Lands being prepared for *bhadoi* and jute crops No cattle disease Fodder and water sufficient Common rice sells as follows —

	Srs.	
Sadar .. .	13	per rupee
Kishanganj .	13	
Araria	13	

Malda.—Rainfall nil Weather—mornings cool, days hot Gathering of gram and other *rabi* crops still going on *Bhadoi* paddy is being sown *Boro* paddy is being watered No cattle-disease Price of rice stationary Fodder and water sufficient

Sonthal Parganas—No rainfall. Weather hot. *Rabi* being harvested Cattle-disease at Godda and Rajmahal Fodder and water-supply sufficient Rice sells at 13 seers 9 chitaks and maize 20 seers 10 chitaks a rupee Pakaur report not received.

Cuttack—Rainfall nil Weather seasonable *Dalua*, tobacco and *rabi* being harvested Condition of cattle generally good Fodder and water available Common rice sells as follows —

	Srs	Ch.	
Sadar	14	1	per rupee.
Jajpur	15	12	
Kendrapara	15	12	
Banki	15	12	

Balasore—Rainfall nil Harvesting of *rabi* continues. Sugarcane pressing in progress. Ploughing continues Rice sells at 15⅛, 13½ and 17 seers per rupee in interior, Balasore, and Bhadrak, respectively Fodder and water sufficient.

Angul—No rain. Weather seasonable. Plantation of sugarcane continued Common rice selling at 20 and 10 seers in Angul and Khondmals respectively. Cattle-disease reported from the interior. Fodder and water sufficient

Puri.—Rainfall at Sadar 0 22 Weather seasonable Ploughing continues *Dalua* paddy ripening *Mung* and other miscellaneous crops doing well Fodder and water sufficient No cattle-disease reported Price of rice stationary

Hazaribagh—Rainfall nil Weather seasonable Fodder and water sufficient Common rice sells both at Sadar and Giridih at 12½ seers per rupee Dropping of *mahua* commenced

Ranchi.—Rainfall nil. Weather seasonable. Harvesting of *rabi* crops in progress. Average price of common rice is 16 seers per rupee No cattle-disease reported Fodder and water sufficient

Palamau—Rainfall at Sadar Station 0 10. Weather seasonable Sugarcane doing well Fodder and water sufficient Prices are—Rice 11 seers 4 chitaks and *makai* 14 seers 10 chitaks a rupee at Sadar

Manbhum—Rainfall at Sadar 0 01 Weather seasonable Prospects of crops on ground good Fodder and water sufficient Cattle-disease reported from Baghmundi Average price of common rice at Sadar 13 seers 3 chitaks per rupee Supply sufficient. (Report from Gobindpur not received)

Singhbhum.—Report not received

General Summary—Light showers are reported from the districts of Burdwan, Dacca, Faridpur, Backergunge, Noakhali, Puri, Palamau and Manbhum Rain is wanted in several districts Harvesting of *rabi* and pressing of sugarcane approaching completion Preparation of lands for early rice and jute crops continues Prospects of crops depend on rain Dropping of *mahua* commenced Fodder and water sufficient except in Chittagong, Bankura and in the Chuadanga subdivision in Nadia Cattle-disease continues to be reported from a few districts The price of common rice has risen in 11 districts, fallen in 8, and is stationary in the rest

By order of the Lieutenant-Governor of Bengal,

F. A. SLACKE,

Secretary to the Govt. of Bengal.

REVENUE DEPARTMENT,

The 2nd April 1901.

Results of the Meteorological Observations taken at the Alipore Observatory from 24th to 30th March 1901

Month	Date	Maximum in sun	Number of hours of bright sunshine	Mean pressure barometer at 32° Fahr	Temperature. Mean	Maximum	Range	Minimum	Hygrometry. Mean wet bulb	Vapour tension	Dew point	Humidity	Wind. Prevailing direction	Miles recorded	Rain	Weather
		°		Inches	°	°	°	°		Inch	°	%			Inches	
Mar	24th	149 8	9 1	29 871	85 5	95 1	21 9	76 2	71 0	0 689	65 1	59	W by N and WSW	414	Nil	Morning partially cloudy Day and night clear
„	25th	151 1	9 5	846	84 9	98 3	23 1	75 2	7 1	661	66 9	59	SSW and WNW	137	„	Clear.
„	26th	149 6	9 3	894	81 6	96 5	28 4	68 1	6 8	535	60 8	51	WNW, SW and Calm	74	„	Clear
„	27th	150 0	9 7	896	81 7	97 3	27 9	69 4	71 1	621	65 1	66	WSW and W	84	„	Clear
„	28th	152 5	9 7	85[illegible]	83 0	98 5	27 1	71 4	70	589	63 6	55	WNW and Calm	88	„	Clear
„	29th	152 3	9 2	83[illegible]	83 3	99 7	31 7	68 0	[illegible]	530	60 8	46	NNW and Variable	83	„	Clear
„	30th	153 8	9 0	[illegible]	[illegible]	100 9	29 1	71 5	[illegible]	595	62 8	48	NNW and WNW	96	„	Chiefly clear.

	Inches
The mean pressure of the seven days ..	29 864
The average pressure of the corresponding period for 24 years, Surveyor-General's Office	29 774
	Hours
The total number of hours of bright sunshine	65 5
The maximum possible number of hours of sunshine	85 5
The mean temperature of the seven days ..	83 7
The average temperature of the corresponding period for 24 years, Surveyor-General's Office	83 5
The extreme variation of temperature	32 9
The maximum temperature	100 9
	Miles
The highest velocity of the wind in one hour	14
	%
The mean relative humidity . . .	56
The average relative humidity of the corresponding period for 24 years, Surveyor-General's Office	66
	Inches
The total fall of rain from 24th to 30th March 1901 ...	Nil.
The average fall of the corresponding period for 24 years, Surveyor-General's Office ...	0 20
The total fall from 1st January to 30th March 1901 ...	3 26
The average fall of the corresponding period for 24 years, Surveyor-General's Office	2 77

The mean pressure, temperature, &c , are deduced from the traces of the Barograph and Thermograph, and from eye observations

The maximum and minimum temperatures are obtained from self-registering thermometers All the thermometers are verified and the readings have been corrected to a standard constructed and verified at the Kew Observatory They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground

The barometer readings are corrected approximately to those of the standard, Newman's No 86, formerly at the Surveyor-General's Office

The hygrometric elements are obtained from Tables III, IV, and V of the official tables computed in the Meteorological Office, and based on Regnault's modifications of August's formula

The directions and the movement of the wind are taken from the trace of a Beckley's anemograph

The mouth of the rain-gauge is one foot above the ground

METEOROLOGICAL OFFICE, GOVT OF INDIA,
Alipore (Calcutta), the 1st April 1901.

G. W KÜCHLER,
For Meteorological Reporter to the Govt. of India and Director-General of Indian Observatories.

EASTERN BENGAL STATE RAILWAY.

Abstract of Principal Commodities carried over the Eastern Bengal State Railway during the month of December 1900 as compared with the same month of previous year

STAPLES.	1900 Up	1900 Down	1899 Up	1899 Down	Total 1900	Total 1899	Increase	Decrease
	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons.
Apparel, including drapery haberdashery millinery uniforms, accoutrements, boots and shoes	119	17	..		136		36	..
Coal and Coke carried for the Public and Foreign Railways	14 095	15 908	10 990	10 397	29 903	2 387	8,606	
Cotton raw	66	104	69	234	170	303		133
Cotton manufactured—								
Twist and yarn European	200		180		200	190	70	..
Ditto, Indian	1 5	50	15[illegible]	97	17[illegible]	2[illegible]		81
Piece-goods, European	1 [illegible]1	8	1 440	[illegible]	1 [illegible]	1 149	180	
Ditto, Indian	108	5	85		113	85	28	
Others								
Chemicals excepting saltpetre	14	..			14		14	
Drugs—								
Intoxicating other than opium	1	3			4		4	
Non intoxicating—								
Medicinal preparations								
Others	67	15	82*	14	82	96	..	14
Dyes and Tans—								
Al (Morinda citrifolia)								
Alizarine and Aniline dyes		..						
Cutch	20		18	4	20	22		2
Indigo		39		1[illegible]	3[illegible]	1[illegible]		157
Myrabolams					..			
Tanning barks								
Turmeric	11	189	19	1[illegible]	200	112	88	
Others	[illegible]	1[illegible]	6		20	6	14	..
Fodder—								
Oilcake	33	[illegible]46			[illegible]		569	
Hay straw and grass	[illegible]1	916			1 [illegible]		1,[illegible]	
Fruits and vegetables fresh	[illegible]	547			633		633	
Grain and pulse—								
Gram and pulse	1 1[illegible]6	3 5[illegible]	1 [illegible]5	[illegible]	4 734	8 97[illegible]		4 243
Jowar and bajra								
Rice in the husk	535	1[illegible]3	710	[illegible]	[illegible]	3 [illegible]50	78	
Do not in the husk	3 1[illegible]	[illegible]	3 2[illegible]	[illegible]	[illegible] 317	1[illegible] 3[illegible]		5 074
Wheat	4[illegible]	[illegible]	13	78	280	[illegible]	180	
Do flour	1 4				174		174	
Others	54	40	40	[illegible]	94	337		243
Hides and skins—								
Hides of cattle—								
Dressed or tanned								
Raw	3[illegible]	[illegible]	4[illegible]	[illegible]12	[illegible]5[illegible]	78[illegible]		126
Skins of sheep and other animals—								
Dressed or tanned						..		
Raw	2	69	2	78	71	80		9
Horns	[illegible]	..	..		7	5		
Hemp (Indian) and other fibres, excluding jute	[illegible]				3	..	2	
Jute—								
Raw	2 [illegible]	[illegible]1[illegible]	13[illegible]	1 [illegible]	[illegible]10[illegible]	4 419	13[illegible]	
Gunny bags and cloth	[illegible]	1 [illegible]	906	[illegible]	[illegible]	1 11	[illegible]	
Lac	5	60		1[illegible]	[illegible]	108		43
Leather—								
Unwrought								
Wrought excepting boots and shoes	4		61		4	61		57
Liquors—								
Ale and beer	16	15	19	1	31	50		5
Spirits of all kinds including country spirit	[illegible]		6			[illegible]		4
Wine	52		58		53	58		6
All other sorts including toddy and fermented liquor other than ale and beer								
Metals—								
Brass unwrought		13			13		13	..
Do. wrought	173	28	144	[illegible]	201	03		2
Copper unwrought		13			13		13	
Do wrought	11	6	4		17	4	13	
Iron and steel cast	53		76	11	53	87	..	34
Iron and steel unwrought								
Iron and steel wrought	1 0 1	12[illegible]	7[illegible]	[illegible]	1 193	779	414	..
Iron and steel manufactures	413	80	242	[illegible]	[illegible]	262	231	
Others	137	29	80	[illegible]	166	108	48	
Oils—								
Kerosine	[illegible]51[illegible]	91	5,608	[illegible]	9 603	8 683	920	
Castor	[illegible]		16		[illegible]	16		11
Cocoanut	77		69		77	69	8	..
Mustard and rape	391	13	156	10	404	166	238	
Others	20	7	47		27	47		20
Oilseeds—								
Castor								..
Earthnuts								
Linseed	702	162	..	1[illegible]	864	171	693	
Poppy								
Rape and mustard	383	270	126	1 0[illegible]	[illegible]39	1 314		5[illegible]5
Til or jinjili	81	155	..	[illegible]	236	33	203	
Others	7	3	..	70	10	70	..	60
Opium	5				5		5	
Paper and pasteboard	174	591	168	2[illegible]0	765	4[illegible]	333	
Provisions—								
Dried fruits and nuts	18	1	19		19	19		..
Ghee	64	11	92	7	75	99		24
Others	438	55	752	883	493	1,635	..	1,142

* Includes 9 tons of cinchona bark

STAPLES	1900		1899		Total		Increase	Decrease
	Up	Down	Up	Down	1900	1899		
	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons.
Railway Plant and Rolling stock carried for the Public and Foreign Railways—								
Locomotive engines and tenders and parts thereof		9			9		9	
Carriages and trucks and parts thereof	1		61	893	1	954	...	953
Materials—								
Steel rails and fish plates sleepers and keys	...		2		...	2		2
Of steel and cast iron	40		907		40	907		867
Others	341	10	464	81	351	545		194
Salt	4 425	3	3 598	41	4 428	3 639	819	
Saltpetre and other saline substances—								
Saltpetre ...	2		27	24	2	51		49
Other saline substances	82	18			100		100	
Silk raw—								
Foreign ...								...
Indian ...		3		12	3	12		9
Silk piece-goods—								
Foreign				...		...		
Indian						...		...
Spices—								
Betelnuts	544	194	418	143	738	561	177	
Cardamoms ...				44	75	44	31	
Chillies	385		274	31	390	305	85	
Ginger	7	63	1	107	70	108		38
Pepper ...	27		36		27	36		9
Others	47	3	63	54	120	117	3	
Stone and lime	922	691	987	1 343	1 613	2,330		717
Sugar—								
Refined or crystallized including sugar candy	785		380		785	380	405	
Unrefined—								
Sugar	459		2 532	281	1 481	2 813	...	1 332
Gur rab jaggery molasses and other saccharine produce	872	193						
Tea—								
Foreign ...	...							
Indian ...	10	3 041	13	2 997	3 051	3 010	41	
Tobacco—								
Unmanufactured	103	1 132	93	1 230	1 235	1,332		97
Manufactured—								
Cigars / Other sorts ...	14		1		14	1	13	
Wood—								
Timber unwrought ...	404	273	225	67	911	292	619	...
Manufactures	199	35						
Wool—								
Raw	...	30		96	30	96		66
Manufactured—								
Carpets and rugs / Piece goods European / Ditto Indian / Other sorts of manufactures ...	13		8		13	8	5	...
All other articles of merchandise	5 910	2 174	5,172	3 407	8,084	8,579	...	495
Total	53 318	106 305	47 109	91 044	159 623	138,153	38 363	16 893

A HYDE WOLLASTON,
Offg Examiner of Accounts.

CALCUTTA, *the 14th March 1901.*

BENGAL-NAGPUR RAILWAY.

Abstract of principal commodities carried during the month of October 1900 as compared with the corresponding period of the previous year

Articles	1900 Up	1900 Down	1899 Up	1899 Down	Total 1900	Total, 1899	Increase	Decrease
	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
I.—Apparel, including drapery haberdashery millinery uniforms accoutrements boots and shoes	9	6			15		15	–
II.—Coal and coke carried for the public and foreign railways.	6 801	41 912	10 859	32 [illegible]21	48,713	43,780	4 933	–
III.—Cotton—								
1 Raw	20	98	38	236	124	268		144
2. Manufactured—								
(a) Twist and yarn, European	8	93	6	13	90	19	11	
(b) Ditto, Indian	119	829	77	271	948	348	600	
(c) Piece goods European	120	77	97	42	197	139	58	
(d) Ditto, Indian	70	31[illegible]	28	143	420	171	249	
(e) Others	1	3			4		4	
IV.—Chemicals excepting saltpetre	1	12			13		13	
V.—Drugs—								
1 Intoxicating other than opium	1	1	1	1	2	2		–
2 Non intoxicating—								
(a) Medicinal preparations		1			1		1	
(b) Others	11	10	7	9	21	16	5	
VI.—Dyes and Tans—								
1 Al (morinda citrifolia)	1			1	1	1		
2 Alizarine and aniline dyes	3		7	2	3	9		6
3 Cutch	15	1	1		16	1	15	
4 Indigo	458	6	273		464	278	186	
5. Myrabolams		7			7		7	
6. Tanning barks	27	18	8	8	45	16	29	
7 Turmeric	37	29	4	13	66	17	49	
8. Others								
VII.—Fodder—								
1 Oilcake	20	1			21		21	
2 Hay straw and grass	1	107			108		108	
VIII.—Fruits and vegetables, fresh	9	49			58		58	–
IX.—Grain and Pulse—								
1 Gram and pulse	798	361	2 [illegible]58	14	1 160	2 703		1 544
2 Jowar and bajra	7		23	11	7	42		35
3. Rice in the husk	240	105	330	101	354	431		77
4. ,, not in the husk	911	[illegible]	14 000	[illegible]	6,101	14 658		8,527
5. Wheat	2 137	114	2,394	85	2 256	2 362		106
6 ,, flour	63	31			94		94	
7 Others	91	41	191	1	112	195		[illegible]
X.—Hides and skins—								
1 Hides of cattle—								
(a) Dressed or tanned								
(b) Raw	133	518	129	4	656	651	105	
2 Skins of sheep and other animals—								
(a) Dressed or tanned								
(b) Raw		11	4	20	11	24	–	1
XI.—Horns	[illegible]	34	18	1[illegible]	40	30	10	
XII.—Hemp (Indian) and other fibres, excluding jute	1	290	4		291	4	287	
XIII.—Jute—								
1 Raw		2	1		2	1	1	
2 Gunny bags and cloth	94	148	260	[illegible]	242	349		107
XIV.—Lac	84	422	76	381	506	457	49	–
XV.—Leather—								
1 Unwrought	15	1	20	1	16	21	–	5
2. Wrought excepting boots and shoes.		1			1		1	–
XVI.—Liquors—								
1 Ale and beer	3	42	6	1	45	4	4	
2. Spirits of all kinds, including country spirit	6	4	2	6	10	8	2	–
3 Wines	7	1	6	3	8	9		1
4 All other sorts, including toddy and fermented liquor other than ale and beer					–	–		
XVII.—Metals—								
1 Brass, unwrought	6	1			7		7	
2 ,, wrought	29	25	19	32	54	51	3	
3. Copper, unwrought								
4. ,, wrought	1	1	1	4	2	5	–	3
5. Iron and steel—								
(a) Cast	1	1	2	1	3	3		1
(b) Unwrought	–		1	749		750	–	750
(c) Wrought	275	180	108	16	455	124	331	
(d) Manufactures	50	37	137	68	87	205		118
6. Others	794	16	7	[illegible]	810	30	780	–
XVIII.—Oils—								
1 Kerosine	585	65	141	53	650	194	456	–
2. Castor	1	7	1	4	8	5	3	–
3. Coconut	12	11	5	1	23	6	17	–
4. Mustard and rape	18	1	13	1	19	14	5	–
5. Others	39	7	46	3	46	49		3

ARTICLES	1900 Up	1900 Down	1899 Up	1899 Down.	Total 1900	Total 1899	Increase	Decrease.
	Tons	Tons	Tons.	Tons	Tons	Tons	Tons	Tons
XIX.—Oilseeds—								
1 Castor	1		1	8	1	9		8
2 Earthnuts				1		1		1
3 Linseed	14	7	903	1	21	904		883
4 Poppy	7		4	3	7	7		..
5 Rape and mustard	5	6	19	83	11	102		91
6 Til or jinjili	40	283	621	246	3[illegible]	867		545
7 Others	38	74	213	293	112	506		394
XX.—Opium	3	1	5	1	4	6		2
XXI.—Paper and pasteboard	78	4	16	3	82	19	63	
XXII.—Provisions—								
1 Dried fruits and nuts	14	1[illegible]0	11	27	164	38	126	
2 Ghee	48	119	20	145	167	165	2	
3 Others	76	25	160	148	100	315	..	215
XXIII.—Railway plant and rolling stock carried for the public and foreign railways—								
1 Locomotive engines and tenders and parts thereof	15		39		15	39		24
2 Carriages and trucks and parts thereof								
3 Materials—								
(a) Steel rails and fish plates	11	1	1		12	1	11	
(b) Sleepers and keys of steel and cast iron								
(c) Others	134	1 2[illegible]1	564	3 549	1 4[illegible]5	4 113		2 05[illegible]
XXIV.—Salt	1,3[illegible]1	[illegible]048	91[illegible]	61[illegible]	3 [illegible]	1 677	1,702	
XXV.—Saltpetre and other saline substances—								
1 Saltpetre	1		1	118	1	119		118
2 Other saline substances	3	4	7	7	7	14		7
XXVI.—Silk—								
1 Raw—								
(a) Foreign								
(b) Indian	8	6	3	12	14	1		1
2 Piece goods—								
(a) Foreign								
(b) Indian			1			1		1
XXVII.—Spices—								
1 Betel nuts	71	14	33	4	85	37	48	
2 Cardamoms	1		1		1	1		
3 Chillies	6	33	3	7	39	10	29	
4 Ginger	1	1	1	1	2	2		
5 Pepper	3	1	3	1	4	4		
6 Others	73	7	88	5	80	93		13
XXVIII.—Stone and lime	72	4[illegible]0	2[illegible]	1 134	541	1 33[illegible]		79[illegible]
XXIX.—Sugar—								
Refined or crystallized including sugarcandy	117	2[illegible]3	98	59	336	157	179	
2 Unrefined								
(a) Sugar								
(b) Gur, rab, jaggery, molasses and other saccharine produce	63	85	64	17	148	81	67	..
XXX.—Tea—								
1 Foreign								
2 Indian	4	7	1	34	41	35	6	
XXXI.—Tobacco—								
1 Unmanufactured	173	3	13[illegible]	34	226	167	59	
2 Manufactured—								
(a) Cigars	1	1	1	1	2	2		..
(b) Other sorts	6	[illegible]	[illegible]	10	12	16		4
XXXII.—Wood—								
1 Timber unwrought	349	1 1[illegible]	01[illegible]	1 [illegible]	1 7[illegible]7	1 938	..	161
2 Manufactured	5	37			42		42	
XXXIII.—Wool—								
1 Raw								
2 Manufactured	4	4			8		8	..
(a) Carpets and rugs	1	1	1	1	2	2		
(b) Piece goods European							..	
(c) Ditto Indian		1	6	2	3	8		5
(d) Other sorts of manufactures					..	..		
XXXIV.—All other articles of merchandise—								
1 Firewood	207	1[illegible]8	[illegible]	1[illegible]0	4[illegible]5	509		54
2 Bamboos	70	91	54	2[illegible]	161	308		147
3 Mohua	249	[illegible]	420	66	339	486		147
4 Others	365	[illegible]	8[illegible]0	9[illegible]	671	1 [illegible]		1 192
Total	22 058	[illegible]	38,858	45 [illegible]	76,240	84,291	10,948	18 990
					Net decrease		...	8,042

A. GRANTS,
Auditor, Bengal-Nagpur Railway.

Calcutta, the 22nd March 1901.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY

Approximate Return of Traffic for week ended 9th March 1901, on 1,840.39 miles open*

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds s	Rs A P (b)	Rs A P	Rs A P			
Total traffic for the week	[illegible]	4 02 2[illegible] 14 0	77 3[illegible] 10	9 76 10[illegible]	1[illegible] 0 0	14 01 759 8 0	109,73[illegible]	198 [illegible]	308,271
Or per mile of Railway		[illegible]18 0 1		5[illegible]	1 11 7	[illegible] 11 1			
For previous 8 weeks of half year	3 [illegible]0,88[illegible]†	[illegible] 7 0†	[illegible] 0‡	7[illegible] +	1[illegible] 7 0 0	1 16 16 [illegible] 0	937 [illegible]	1 619 128	2 590 959
Total for 9½ weeks	[illegible]	[illegible] 2[illegible]0 5 0	[illegible] 1[illegible] 0	[illegible]	1 1[illegible] 0 0	1 [illegible] 17 [illegible] 7 0	1 047 [illegible]	1,841 964	2,889,230
Comparison									
Total for corresponding week of previous year	3[illegible] 112	[illegible] 13 [illegible]	[illegible] 0	10 31 317	7 6 2	[illegible] 4[illegible]2 11 3	103 [illegible]	209 [illegible]	[illegible] 038½
Per mile of railway corresponding week of previous year		[illegible] 17 [illegible]		[illegible]	11 1[illegible] 1	8[illegible] 1 6			
Total for corresponding 9 weeks of previous year	3 [illegible]731½	7 [illegible]187 [illegible]	[illegible] 11 0	[illegible]	0[illegible] 7 3	[illegible] 11 3	1 000 76[illegible]	1 971,5[illegible]	2 971 30[illegible]

* Th[illegible] increase [illegible] the opening [illegible] Branch [illegible]

(b) The decrease is chiefly [illegible] [illegible] of 1900

* Added N[illegible] of passengers [illegible] and deducted Rs [illegible] } On account of difference [illegible] the approximate and audited figures for the first 12 days of January 1901

† Deducted [illegible] Mds [illegible]

§ Do [illegible]

Audited figures up to 1[illegible]th January 1901

1901 — Abstract of progressive weekly returns of all earnings of 1901 in comparison with 1900

Open mileage	Period	Coaching traffic: No. of passengers	Coaching traffic: Rs	Merchandise and Mineral Traffic: Mds	Merchandise and Mineral Traffic: Rs	Other earnings	Total	Per mile of railway	Train mileage	Rate
							Rs	Rs	No	Rs A P
1 8[illegible]	12 days of January	[illegible]	[illegible]	[illegible]	14 01 [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible] 11 11
1 8[illegible]	Week ended 19th "	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1 8[illegible]	" [illegible]th	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	716	[illegible]	[illegible]
1 8[illegible]	" [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1 8[illegible]	" 9th	[illegible]	[illegible]	[illegible]779	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1 8[illegible]	" 1[illegible]th	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible] 13 [illegible]
1 8[illegible]	" [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]07	[illegible]	[illegible]	[illegible]
1 8[illegible]	" 2[illegible] March	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	7[illegible]7	[illegible]	4 11 [illegible]
1 8[illegible]	" [illegible]th	[illegible]	[illegible]0	[illegible]	[illegible]	[illegible] 0	[illegible]	[illegible]	[illegible] 71	[illegible]
	Totals up to date	[illegible]	[illegible]	[illegible]	[illegible]	[illegible] 12	1 [illegible] 16	[illegible]	2 [illegible]	4 [illegible]

Abstract of progressive weekly returns of all earnings for 1[illegible] in comparison with 1900—concluded — 1900

Open mileage	Period	No. of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs A P
1,711 [illegible]	12 days of January	5 [illegible]	[illegible]	87 [illegible] 174	[illegible]	4 [illegible]	[illegible]	1 [illegible]	[illegible]307	4 [illegible] 4
1,7[illegible]	Week ended 19th January	[illegible]	[illegible]	5 37 [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	4 11 7
1 711 [illegible]	" [illegible]	[illegible]	[illegible] 1 0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible] 1 4
1 711 [illegible]	" 3rd [illegible]	[illegible]	[illegible]	[illegible] 481	[illegible]	[illegible]	[illegible]	[illegible]	[illegible] 17	[illegible]
1 711 [illegible]	" 10th	[illegible]	[illegible]	[illegible]765	[illegible]	[illegible]	[illegible]	187	[illegible]	[illegible] 0 11
1 711 61	" 17th	[illegible] 116	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1 711 61	" [illegible]	[illegible]	[illegible]	5 [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible] 5
1 70[illegible]	" [illegible] March	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible] 4
1 70[illegible]	" [illegible]th	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible] 40[illegible]	83[illegible]	[illegible]	4 11 [illegible]
	Totals up to date	[illegible]	[illegible]	[illegible] 115	[illegible]	[illegible]	[illegible]	83	[illegible]	[illegible] 9

[illegible]ARRISSUR BRANCH RAILWAY

Approximate Return of Traffic for week ended [illegible] March 1901, on [illegible] miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	21 [illegible]	6 3 7 5 0	[illegible] 2[illegible]8 [illegible]0	[illegible]	0 0	[illegible]	1 0 7	91	1 1[illegible]
Or per mile of railway		[illegible] 10 [illegible]		[illegible]	[illegible] 3 7	[illegible] 7 [illegible]			
For previous 8½ weeks of half year	17 513*	54 [illegible] 7 [illegible] 0*	[illegible]71 [illegible] 50†	7 [illegible] +	[illegible] 0 [illegible]	[illegible]	9 475	1,071§	1[illegible]
Total for 9½ weeks	2[illegible],201	[illegible] 7 0	[illegible] 771 10	[illegible]	5 0 0	[illegible] 0	10 [illegible]7	1 1[illegible]	11 [illegible]
Comparison									
Total for corresponding week of previous year	2[illegible]	6 150 1[illegible] 11	3[illegible] 10	1 [illegible] 0	[illegible] 7 8	7,[illegible] 8	1 010	178	1,188
Per mile of railway corresponding week of previous year		170 1[illegible] 5		[illegible]	0 1[illegible] 10	[illegible] 5 2			
Total for corresponding 9½ weeks of previous year	2[illegible] 77[illegible]	[illegible] 1[illegible] 3	[illegible] 30	[illegible] 0 0	92 5 0	6[illegible] 19[illegible] 2 2	10 5[illegible]	2[illegible] 17	1[illegible]

* Added No. of passengers [illegible] and Rs 1[illegible] }
† Deducted Mds 30,9[illegible] } On account of difference between the approximate and audited figures for the first 1[illegible] days of January 1901
‡ Do [illegible]
§ Audited figures up to 12th January 1901

TARKESSUR BRANCH RAILWAY—*concluded*

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900.

1901

Open mileage	Period	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total.	Per mile of railway	Train mileage	
		No of passengers	* Rs.	Mds	Rs	Rs	Rs.	Rs	No	Rate. Rs. A. P
22·23*	12 days of January	35 281	7,800	24 7,8	1,112	5	8,017	401	2,068	4 5 0
22·23	Week ending 19th January	22 734	5,526	35 924	729	6	6 261	282	1,168	5 4 4
22·23	" 26th "	19,826	5 328	30 31	883	6	6 217	280	1,168	5 3 9
22 23	" 2nd February	23 740	6,097	31 494	794	5	6,896	310	1 168	5 12 11
22·23	" 9th	27 159	6,640	35 518	1,001	5	7,646	344	1,168	6 7 0
22 23	" 16th "	31 540	8,278	35 4 8	998	6	9 270	417	1,168	7 13 11
22·23	" 23rd	37 273	9,816	35 3 2	1,055	6	10,377	487	1,240	7 13 9
22·23	" 2nd March	21 900	5 782	33 904	958	6	6 744	303	1,221	5 8 4
22 23	" 9th	24,688	6,337	32 340	960	5	7,301	328	1,168	6 3 4
	Totals up to date	242 201	61,094	3,03 771	8,491	50	69 635	333	11,737	5 14 11

* Audited figures

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded **1900.**

Open mileage	Period	No of passengers	Rs	Mds	Rs.	Rs	Rs	Rs	No	Rate Rs. A P
22·23	13 days of January	38 492	8,690	35 148	1 511	16	10 416	409	2,345	4 7 1
22·23	Week ending 20th January	19 749	4 615	14 487	505	10	5 130	231	1,506	3 3 5
22 23	" 27th "	21 810	5 216	79 103	1,067	15	6 288	283	1 298	4 13 6
22 23	" 3rd February	21 623	5 226	18 974	781	7	6,014	271	1,188	5 1 0
22·23	" 10th "	23 919	5,690	5 882	1 102	5	6 717	306	1,188	5 11 7
22·23	" 17th	28 611	7 274	33 74	1,077	5	8 356	376	1 188	7 6 6
22 23	" 24th	73 932	5,594	31 203	1 249	7	6 851	308	1 188	5 12 3
22 23	" 3rd March	34 442	9 953	25 410	1 014	11	10 078	494	1 336	7 14 6
22 23	" 10th	24 637	6,157	32 079	1 102	16	7 365	331	1,198	6 3 2
	Totals up to date	237 775	58,624	3,23 862	9,478	92	68 114	311	12,565	5 6 10

DELHI-UMBALLA-KALKA RAILWAY

Approximate Return of Traffic for week ended 9th March 1901, on 162 24 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	Number of passengers.	Coaching receipts	Weight carried.	Receipts			Coaching	Merchandise.	Total
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	17 602	16 916 13 0	1,75,932 20	14 209 4 0	60 0 0	31 185 1 0	7 567	3,787	11,354
Or per mile of railway		104 4 4		87 9 4	0 6 9	192 4 ·			
For previous 8½ weeks of half year	144 351*	1 22 443 15 0*	12,11,310 0†	1 02 822 0 0†	535 0 0‡	* 25 800 15 0	67 429§	31 168§	98,597
Total for 9½ weeks	161 953	1 39 360 12 0	13 87,242 20	1 17 031 4 0	604 0 0	2 56 998 0 0	74 996	34,955	109 951
Comparison									
Total for corresponding week of previous year	20,054	19 378 0 2	67,050 30	11,644 9 0	68 6 9	31 091 0 0	8,410½	3 401	11 901½
Per mile of railway corresponding week of previous year		119 7 1	...	71 12 4	0 6 9	191 10 2			
Total for corresponding 9½ weeks of previous year	158 492	1 36 269 8 2	8,98,007 10	1 09 539 11 3	681 3 9	2 46,490 7 2	72,618	30,470½	103,088½

* Added No of passengers 817 and Rs 246 } On account of difference between the approximate and audited figures for the first 12 days of January 1901
† Deducted Mds. 1 17 023 and 1 449 }
‡ Do 18 }
§ Audited figures up to 12th January 1901

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900

1901

Open mileage	Period	Coaching Traffic.		Merchandise and Mineral Traffic		Other earnings	Total	Per mile of railway	Train mileage.	
		No of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs. A. P
162 24*	12 days of January	28 766	22 477	1 27 268	16 296	65	38 838	239	20,637	1 13 11
162 24	Week ended 19th January	15 354	12 114	1 42 393	12 548	63	24 737	152	11,258	2 3 2
162 24	" 26th	14 984	11,367	1 60 116	12,508	68	23 943	148	11 096	2 2 6
162 24	" 2nd February	16 993	13 806	1 66 825	12 441	67	26 314	162	10 881	2 6 6
162 24	" 9th "	17 258	10,458	1 63 444	13,240	65	23 763	183	11,061	2 8 10
162 24	" 16th	17 720	14,911	1 51 900	12 061	65	27 037	167	10,694	2 8 9
162·24	" 23rd	17 698	15 134	1 43 654	9 536	72	24,782	153	11,062	2 3 11
162·24	" 2nd March	17 579	16 177	1 57 296	14,172	68	30 417	187	11,208	2 11 5
162 24	" 9th	17 602	16,917	1 75 933	14,209	69	31 195	192	11,354	2 12 0
	Totals up to date	161 953	1,39,361	13 87 243	1 17 031	604	2 56 096	163	109,951	2 5 5

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded **1900**

Open mileage	Period	No of passengers	Rs	Mds	Rs.	Rs	Rs	Rs	No	Rate. Rs. A. P.
162 24	13 days of January	28 523	26,806	1 85 104	22 665	143	49 204	303	19 464	2 8 5
162 24	Week ended 20th January	14,207	10,695	78 119	11,709	44	22,528	139	9,674	2 3 9
162 24	" 27th "	14 124	10 428	96 926	10 158	140	20 721	128	9 686	2 2 3
162·24	" 3rd February	14 684	11,936	86 775	9 448	79	21,463	132	10 286	2 2 6
162 24	" 10th	16,269	15,157	1,19 765	13 249	42	25 567	158	10 930	2 5 5
162 24	" 17th	16 555	14,045	87 111	9 770	46	24,868	147	10 156	2 5 7
162·24	" 24th	16 690	13,017	79 348	12 258	63	25,837	156	10,290	2 7 4
162 24	" 3rd March	17 386	16,691	96,509	10,013	77	29 711	165	10,723	2 7 10
162 24	" 10th "	20,054	19 378	67,050	11 645	68	31 091	192	11,902	2 9 10
	Totals up to date	158 492	1 36,269	8,98,007	1 09,540	681	2,46 490	154	[illegible]	2 [illegible] 3

SOUTH BEHAR RAILWAY

Approximate Return of Traffic for week ended 9th March 1901, on 78 76 miles open.

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	Number of passengers.	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	13,018	6,141 9 0	52,050 20	3,477 14 0	48 0 0	9 667 7 0	1 931	825	2,756
Per mile of railway		77 15 8		44 2 6	0) 9	122 11 11			
For previous 8½ weeks of half year	94,902*	44,070 12 0*	4 66 085 30†	31 119 14 0†	3.8 0 0‡	75 548 10 0	15 974§	9 241§	25 215
Total for 9½ weeks	107,915	50 212 5 0	5 19 045 10	34 597 12 0	106 0 0	85 216 1 0	17,905	10 066	27 971
Comparison									
Total for corresponding week of previous year	13 904½	7 103 1 5	51 061 10	3 920 1 0	28 7 6	11,051 9 11	1,559	646	2,205
Per mile of railway corresponding week of previous year		90 3 0		49 12 4	0 5 9	140 5 1			
Total for corresponding 9½ weeks of previous year	114 569	55 984 2 3	5 29 035 10	40 413 8 3	239 1 6	96 636 13 0	15 119	6 781	21 900

* Added No of passengers 1 [illegible] and Rs 618 } On account of difference between the approximate and audited figures for the first 12 days of January 1901
† Deducted Mds 4 307 and 1 06 }
‡ Ditto 28 }
§ Audited figures up to 12th January 1901

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900

1901

Open mileage	Period	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total	Per mile of railway	Train mileage	
		Number of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs A P
*78 76	12 days of January	18 07[illegible]	8 2 6	63 719	4 [illegible]	47	12 [illegible]	160	5 [illegible]	[illegible] 4 0
78 76	Week ended 19th	10 001	5 12	45 663	4 [illegible]	43	9 8 [illegible]	125	2 777	3 9 1
78 76	26th	9 458	4 [illegible]	14 334	3 1	43	8 026	10[illegible]	[illegible]7	[illegible] 15 7
78 76	2nd Feb	9 981	4 11[illegible]	[illegible] 019	3 188	43	7 [illegible]	96	2 9[illegible]8	3 [illegible] 10
78 76	9th	11 [illegible]	[illegible]	51 110	3,154	44	8 208	104	2 [illegible]	3 6
78 76	16th	11 [illegible]	[illegible]01	62 [illegible]13	4 118	44	[illegible] 1	117	3 108	2 1[illegible] 4
78 76	23rd	12 408	[illegible] 827	[illegible] 043	4 6[illegible]	45	10 501	133	2 6[illegible]8	3 14 9
78 76	2nd March	1[illegible]	5 9 2	[illegible]	[illegible]	47	9 [illegible]	1 2	2 4	3 7 11
78 76	9th	13 003	[illegible] 111	[illegible] 9	3 4 9	48	9 167	123	2 7[illegible]	3 8 1
	Totals up to date	10[illegible]	55 21[illegible]	[illegible] 613	34 [illegible]	406	85 16	111	2[illegible] 71	3 0 9

* Audited figures

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded

1900

Open mileage	Period	Number of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs A P
78 76	13 days of January	19 [illegible]	9 0[illegible]	94 7[illegible]8	6 [illegible]	51	1[illegible] 114	[illegible]05	4 134	3 14 6
78 76	Week ended 20th	9 80[illegible]	4 47[illegible]	00,6[illegible]8	4 [illegible]21	12	8 6[illegible]8	110	[illegible]	3 14 3
78 76	27th	10 1[illegible]	4 [illegible]6	6[illegible] 003	4 [illegible]8	21	[illegible] 5[illegible]4	1 2	[illegible] 2[illegible]8	4 4 11
78 76	3rd Feb	10 [illegible]	[illegible]	5[illegible] 6[illegible]	4 1	[illegible]	[illegible] 113	118	2 [illegible]	4 2 11
78 76	10th	1[illegible] 4	[illegible]	[illegible]	3,6[illegible]	23	[illegible]	1 1	[illegible] 226	4 4 [illegible]
78 76	17th	1[illegible] 107	0 444	[illegible] 127	4 0[illegible]8	32	10 [illegible]	1[illegible]	2 2[illegible]8	4 11 11
78 76	24th	12 3[illegible]	[illegible] 7	45 451	3,[illegible]	24	10 [illegible]	1 [illegible]	2 [illegible]	4 9 10
78 76	3rd March	1 [illegible]2	[illegible]	[illegible] 791	4 [illegible]	23	11 4[illegible]	140	[illegible] 405	5 3 [illegible]
78 76	10th	1[illegible]	[illegible] 103	51 [illegible]61	3 [illegible]	28	11 [illegible]61	140	2 30[illegible]	5 0 2
	Totals up to date	114 569	55 984	5 29 03[illegible]	40 413	[illegible]	96 636	121	21 900	4 6 7

EASTERN BENGAL STATE RAILWAY

(Including N B K D, Dacca, and Assam Behar Sections)

Approximate Return of Traffic and Mileage for the week ended 16th March 1901 on 653 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (including ferry)	Total earnings	Traffic Train miles run		
	No of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	217 070	1,18 630 0 0	9 71 240 0	1 27 590 0 0	8 0[illegible] 0 0	2 54 1[illegible]0 0 0	35 888	37 539	73 427
Per mile of railway	2[illegible]4	170 0 0	1 130 0	159 0 0	*1 0 0	*390 0 0			..
For previous 10 weeks of half year	2,392 930	11 57 890 0 0	1 06 97 980 0	16 41,090 0 0	1 74 510 0 0	29 73 430 0 0	351 1[illegible]0	389,665	740,794
Total for 11 weeks	2,610 000	12 76,470 0 0	1 16 69 220 0	17,68 620 0 0	1 8[illegible] 510 0 0	32 27 870 0 0	387 017	427 204	814,221
Comparison									
Total for corresponding week of previous year	210,175	1,03,105 0 0	10,90,213 0	1,35,467 0 0	10 607 0 0	2 49 179 0 0	36 402	37,220	73,622
Per mile of railway corresponding week of previous year	253	124 0 0	1,310 0	163 0 0	1 0 0	2 8 0 0			...
Total to corresponding date of previous year	2,457 224	11 88,038 0 0	1 26,36,800 0	17,93 981 0 0	2 35 752 0 0	32,17,781 0 0	392,421	438 054	830 475

* Excluding steamer earnings

DACCA STATE RAILWAY

Approximate Return of Traffic and Mileage for the week ended 16th March 1901, on 86 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run		
	No. of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs. A. P.	Mds. S.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week	23 970	8 340 0 0	26 61[illegible] 0	2,290 0 0	100 0 0	10 730 0 0	3 100	1,592	4,692
Or per mile of railway	279	97 0 0	310 0	27 0 0	1 0 0	125 0 0			
For previous 10 weeks of half year	264,250	83,390 0 0	4,63,170 0	45 340 0 0	1 680 0 0	1 30,410 0 0	28 430	20,486	48,916
Total for 11 weeks	288 220	91 730 0 0	4,89 810 [illegible]	47 630 0 0	1 780 0 0	1 41 140 0 0	31 530	22,078	53,608
Comparison									
Total for corresponding week of previous year	23 410	7 010 0 0	20 [illegible] 0	2 243 0 0	[illegible]03 0 0	9 355 0 0	3 130	1,100	4 230
Per mile of railway corresponding week of previous year	261	83 0 0	317 [illegible]	26 0 0	1 0 0	109 0 0			
Total to corresponding date of previous year	260 728	83 089 0 0	3,17 093 [illegible]	29 297 0 0	3 323 0 0	1 15 709 0 0	32,462	13,077	45,539

COOCH BEHAR STATE RAILWAY

Approximate Return of Traffic and Mileage for the week ended 16th March 1901 on 33 75 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (including ferry)	Total earnings	Traffic Train miles run		
	No. of passengers.	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs. A. P.	Mds.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week	2 930	1 030 0 0	5 650	570 0 0	120 0 0	1 720 0 0	385	†1,615	*2 000
Or per mile of railway	87	30 0 0	1 [illegible]	17 0 0		*47 0 0			
For previous 10 weeks of half year	16 510	6 900 0 0	90,24[illegible]	7 040 0 0	400 0 0	14 340 0 0	3,308	13,623	16 92[illegible]
Total for 11 weeks	19 440	7 930 0 0	96 1[illegible] 0	7,610 0 0	520 0 0	16 060 0 0	3 611	15,238	18 920
Comparison									
Total for corresponding week of previous year	1 937	782 0 0	6 17[illegible]	648 0 0	124 0 0	1 554 0 0	220	668	888
Per mile of railway corresponding week of previous year	58	24 0 0	18 0	19 0 0		43 0 0			...
Total to corresponding date of previous year	19 484	8 104 0 0	1,08 [illegible]	9 015 0 0	1 876 0 0	18 993 0 0	2 035	10 262	12,297

* Excluding [illegible] hing ferry
† Including [illegible] it train miles 1 152.

MYMENSINGH-JAGANNATHGANJ RAILWAY

Approximate Return of Traffic and Mileage for the week ended 16th March 1901, on 53 37 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run		
	No. of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs. A. P.	Mds. S.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week	10 230	2,640 0 0	8 650 0	490 0 0	10 0 0	3,140 0 0	1,136	348	1,484
Or per mile of railway	192	50 0 0	163 0	9 0 0		59 0 0	...		...
For previous 10 weeks of half year	89 130	22 640 0 0	138 000 0	6 870 0 0	150 0 0	29 660 0 0	10,842	6,272	17 114
Total for 11 weeks	99 360	25 280 0 0	146,650 0	7,360 0 0	160 0 0	32 800 0 0	11,978	6,620	18,598
Comparison									
Total for corresponding week of previous year	9,201	2 204 0 0	17 700 0	706 0 0	8 0 0	2,978 0 0	1 214	392	1,606
Per mile of railway corresponding week of previous year	174	43 0 0	332 0	13 0 0		56 0 0			...
Total to corresponding date of previous year	93 592	23,466 0 0	225,672 0	12 8,8 0 0	160 0 0	36,504 0 0	11 256	6,714	17,970

BRAHMAPUTRA-SULTANPUR RAILWAY

Approximate Return of Traffic and Mileage for the week ended 16th March 1901, on 59 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run		
	No of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs A. P	Mds s.	Rs A P	Rs A P	Rs A P			
Total traffic for the week	6,000	1,740 0 0	10,560 0	970 0 0	30 0 0	2,740 0 0	764	916	1,680
Or per mile of railway	102	29 0 0	179 0	16 0 0	1 0 0	46 0 0			
For previous 10 weeks of half year ...	60 570	17 560 0 0	1 60,190 0	14 950 0 0	380 0 0	32 890 0 0	9 716	7,789	17 505
Total for 11 weeks	66 570	19 300 0 0	1 70 750 0	15 920 0 0	410 0 0	35 630 0 0	10 480	8 705	19 185
Comparison									
Total for corresponding week of previous year	2 759	762 0 0	29 912 0	395 0 0	5 0 0	1 162 0 0	320	1 290	1,610
Per mile of railway corresponding week of previous year	113	31 0 0	1 192 0	16 0 0		47 0 0			
Total to corresponding date of previous year .	26 902	8 020 0 0	3 0 104 0	11 149 0 0	88 0 0	19 757 0 0	2 274	12,086	14 360

EASTERN BENGAL STATE RAILWAY

(Including N. B., K.-D., Dacca, and Assam Behar Sections.)

Approximate Return of Traffic and Mileage for the week ended 23rd March 1901, on 8[illegible] miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (including fair)	Total earnings	Traffic Train miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	218 190	1,17,330 0 0	11 18 783 0	1 73 600 0 0	9 210 0 0	3 00 130 0 0	35 851	37 579	73 [illegible]
Or per mile of railway	230	137 0 0	1 313 0	159 0 0	[illegible] 0 0*	318 0 0*			
For previous 11 weeks of half year*	3 610 000	13 76 120 0 0	1 16 09 [illegible]30 0	17,08 621 0 0	1 92 [illegible] 0 0	33 27 570 0 0	387 017	427 204	814 221
Total for 12 weeks	2 8[illegible]8 190	13 93 651 0 0	1 27 88 000 0	19 04 321 0 0	1 [illegible] 0 0	34,87 690 0 0	422 867	464 776	887 643
Comparison									
Total for corresponding week of previous year	209,[illegible]70	1 08 541 0 0	10 6[illegible] 765 0	1 35 185 0 0	11 [illegible]12 0 0	2 53 318 0 0	35,061	38 324	73 [illegible]
Per mile of railway corresponding week of previous year	251	130 0 0	1 281 0	160 0 0	9 0 0	303 0 0			..
Total to corresponding date of previous year	[illegible] 114	12 9[illegible] [illegible]79 0 0	1 17 03 068 0	19 2[illegible] 176 0 0	[illegible]17 0 1 0 0	34 71 119 0 0	427 510	470 378	[illegible] 3 888

* Excluding steamer earnings

DACCA STATE RAILWAY

Approximate Return of Traffic and Mileage for the week ended 23rd March 1901, on 86 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings.	Total earnings	Traffic Train miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise.	Total
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	25,740	7 640 0 0	25 [illegible]90 0	2,280 0 0	40 0 0	9 960 0 0	2,700	1,860	4 [illegible]
Or per mile of railway	299	89 0 0	295 0	27 0 0		116 0 0			..
For previous 11 weeks of half year	288,220	91 730 0 0	4 [illegible] 810 0	47 630 0 0	1,790 0 0	1,41 140 0 0	31 530	23 078	58 008
Total for 12 weeks	313,960	99,370 0 0	[illegible] 200 0	49 910 0 0	1,830 0 0	1 51 100 0 0	34,230	24 938	59 258
Comparison									
Total for corresponding week of previous year	26,130	7,713 0 0	40 493 0	2,169 0 0	53 0 0	9 935 0 0	2 778	1,100	3 879
Per mile of railway corresponding week of previous year	314	90 0 0	470 0	25 0 0	1 0 0	116 0 0			
Total to corresponding date of previous year	295,858	90,802 0 0	3,58,135 0	31,166 0 0	3,376 0 0	1 25,644 0 0	35,240	14 1,7	[illegible] 117

COOCH BEHAR STATE RAILWAY

Approximate Return of Traffic and Mileage for the week ended 23rd March 1901, on 33 73 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (including ferry)	Total earnings	Traffic train miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds	Rs A P	Rs A P	Rs A P			
Total traffic for the week	1 840	710 0 0	6 18[illegible]	610 0 0	30 0 0	1,350 0 0	8[illegible]0	1,500	1,850
Or per mile of railway	55	[illegible] 0 0	183 0	18 0 0		*39 0 0			..
For previous 11 weeks of half year	1[illegible] 440	7 930 0 0	96 119 0	7,610 0 0	520 0 0	16 060 0 0	3,6[illegible]1	15,238	18,989
Total for 12 weeks	21 98[illegible]	8 640 0 0	1,02,910 0	8 230 0 0	550 0 0	17 410 0 0	4,041	16 738	20,779
COMPARISON									
Total for corresponding week of previous year	2 313	8 0 0 0	5 114	577 0 0	217 0 0	1 044 0 0	184	930	1,114
Per mile of railway corresponding week of previous year	70	26 0 0	1[illegible]	17 0 0	1 0 0	44 0 0			..
Total to corresponding date of previous year	21 707	8 054 0 0	1 13 3[illegible]	9 590 0 0	2 003 0 0	20,637 0 0	2 209	11 192	13 401

* Excluding coaching ferry

MYMENSINGH JAGANNATHGANJ RAILWAY

Approximate Return of Traffic and Mileage for the week ended 23rd March 1901, on 53 37 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds	Rs A P	Rs A P	Rs A P			
Total traffic for the week	8 3[illegible]	2 [illegible] 0 0	7 [illegible]	400 0 0	10 0 0	2 8[illegible] 0 0	1 130	348	1 481
Or per mile of railway	157	40 0 0	[illegible]	9 0 0		45 0 0			
For previous 11 weeks of half year	99 310	[illegible]50 0 0	1,4[illegible]	7 380 0 0	160 0 0	3 500 0 0	11,[illegible]76	6 620	18 596
Total for 12 weeks	1 07 [illegible]	[illegible]7 [illegible]00 0 0	1 5[illegible]	7 8[illegible] 0 0	1 0 0 0	35 3[illegible]0 0 0	13 11[illegible]	6 968	20 0 3
COMPARISON									
Total for corresponding week of previous year	9 [illegible]	2 300 0 0	8 1[illegible]	500 0 0	[illegible] 0 0	2,580 0 0	1 1[illegible]	903	2,001
Per mile of railway corresponding week of previous year	174	4[illegible] 0 0	1 [illegible]	[illegible] 0 0		54 0 0			
Total to corresponding date of previous year	1 02,[illegible]	[illegible]546 0 0	2 31 [illegible]41 0	19 378 0 0	165 0 0	39 3[illegible] 0 0	12 354	7 617	19,971

BRAHMAPUTRA-SULTANPUR RAILWAY

Approximate Return of Traffic and Mileage for the week ended 23rd March 1901, on 59 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	7,180	1 980 0 0	1[illegible] 110 0	1,000 0 0	10 0 0	2,990 0 0	764	916	1,680
Or per mile of railway	123	34 0 0	[illegible] 0	17 0 0		51 0 0			..
For previous 11 weeks of half year	66,570	19,300 0 0	1,70,750 0	15 920 0 0	410 0 0	35 630 0 0	10 480	5,705	16,185
Total for 12 week	7[illegible] 750	21 280 0 0	1 83 060 0	16 920 0 0	4[illegible] 0 0	38,620 0 0	11,244	9 621	20,865
COMPARISON									
Total for corresponding week of previous year	2 [illegible]5	703 0 0	10 656 0	515 0 0	8 0 0	1,315 0 0	295	951	1,246
Per mile of railway corresponding week of previous year	11	32 0 0	435 0	21 0 0		51 0 0			
Total to corresponding date of previous year	29 070	8,811 0 0	3 60 710 0	12 104 0 0	97 0 0	21,0[illegible] 0 0	2,509	13,087	15,596

BENGAL CENTRAL RAILWAY COMPANY, "LIMITED"

Approximate Return of Traffic and Mileage for the week ended 23rd March 1901, on 139 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run		
	No of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise.	Total.
		Rs A P	Mds S	Rs A P	Rs A P	Rs A P			
Total traffic for the week	38 118	13 843 0 0	51,558 0	3,515 0 0	219 0 0	17,470 0 0	3,971	2,158	6 129
Or per mile of railway	255	†108 0 0	371 0	25 0 0	1 0 0	125 0 0	...	...	..
For previous 11 weeks of half year*	384,400	1 64,477 0 0	6,73 844 0	50 823 0 0	40 280 0 0	2,55,580 0 0	47,562	26,272	73,834
Total for 12 weeks	417,608	1 78 320 0 0	7 25,402 0	54,338 0 0	40 392 0 0	2,73,050 0 0	51,533	28,430	79,963
Comparison									
Total for corresponding week of previous year	34,918	12,654 0 0	94 978 0	7,129 0 0	424 0 0	20,207 0 0	4,703	2,939	7 642
Per mile of railway corresponding week of previous year	260	97 0 0	683 0	51 0 0	3 0 0	151 0 0	..	...	
Total to corresponding date of previous year	411 254	1,64 636 0 0	11,12 100 0	53 485 0 0	40 712 0 0	2 68,735 0 0	55 701	35,379	91,080

* Audited up to week ending 2nd February 1901
† Coaching traffic calculated on 131 miles only

BENGAL AND NORTH-WESTERN RAILWAY

Approximate Return of Traffic for the week ending 23rd March 1901, on 1,251 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated) including steam-boat	Total earnings.	Traffic Train miles run		
	No of passengers	Receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs	Mds	Rs	Rs	Rs			
Total traffic for the week on 1,251 miles open ...	161 280	65 960	758 020	1,12 960	19 180	(a) 1,98,070	29,967	(b)32,853	62 820
Or per mile of railway	128 92	52 72	605 93	90 30	15 31	158 33	...	...	.. ..
For previous 10½ weeks of half year (c)	1 740,945	7 97,604	7 187 685	10,53 206	1 78 598	19,59,408	334 131	319 343	653,474
Total for 11½ weeks ..	1,902 225	7 83 734	7 945 705	11 66 166	1 97 758	21 57 478	364,098	352 196	716 294
Comparison									
Total for corresponding week of previous year on 1 158 miles open	139 736	54 446	739 920	1,13 291	14,354	1,82 091	27,320	(d)35,786	63 106
Per mile of corresponding week of previous year	120 66	47 01	638 96	97 83	12 40	157·24		.....	
Total to corresponding date of previous year	1,563,729	6 51,691	8,361,350	11,57,630	1 94,283	20 03 614	323 336	3,90,988	714 324

(a) Increase due to increased mileage and improved traffic generally
(b) Includes 2 970 miles of ballast trains run on open line
(c) " audited figures up to week ending 2nd February 1901
(d) " 4 116 miles of ballast trains run on open line

SEGOWLIE RAKSAUL BRANCH RAILWAY

(Worked by the B & N.-W Railway)

Approximate Return of Traffic for week ending 23rd March 1901, on 18 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	Passengers carried.	Receipts	Weight carried	Receipts			Coaching	Merchandise	Total
	No	Rs	Mds	Rs	Rs	Rs			
Total traffic for the period on 18 miles open ..	1,327	254	11,508	577	26	857	376	128	504
Or per mile of railway	73 72	14 11	639 33	32 06	1 44	47 61			
For previous 10½ weeks of half year (a) ...	18,174	3,230	130,849	3,645	383	7,258	3,694	1,238	4 932
Total for 11½ weeks	19,501	3 484	142 357	4 222	409	8,115	4 070	1 366	5 436
Comparison									
Total for corresponding week of previous year on 18 miles open	1,287	230	10,325	215	159	604	160	92	252
Per mile of corresponding week of previous year	71 50	12 81	573 61	11 94	8 84	33·57	.. ...		
Total to corresponding date of previous year	16,381	2,968	107,060	3 390	253	6 611	1,921	1,103	3,024

(a) Includes audited figures up to week ending 2nd February 1901

SEGOWLIE-RAKSAUL BRANCH RAILWAY

(WORKED BY THE B & N.-W RAILWAY)

Audited Return of Traffic for week ending 26th January 1901, on 18 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train-miles run		
	Passengers carried	Receipts	Weight carried	Receipts			Coaching	Merchandise.	Total
	No	Rs. A P	Mds	Rs A P	Rs A P	Rs A P			
Total traffic for the period on 18 miles open	2,245	400 1 11	11 01[illegible]	204 0 9	57 10 0	721 12 8	410	94	504
Or per mile of railway	124 72	22 3 8	[illegible] 1 67	14 10 8	3 3 3	40 1 7			
For previous [illegible] weeks of half year	5 419	939 10 11	28 [illegible]	680 2 6	209 2 0	1,968 15 5	635	265	900
Total for 3½ weeks	7 664	1 339 12 10	[illegible]	1 084 3 3	266 12 0	2 690 1[illegible] 1	1 045	359	1,404
COMPARISON									
Total for corresponding week of previous year on 18 miles open	991	171 7 10	[illegible]4	241 1 0	3 4 0	415 12 10	151	101	252
Per mile of corresponding week of previous year	55 06	9 8 5	[illegible]	13 6 3	0 2 11	23 1 7	...	...	...
Total to corresponding date of previous year	4 821	879 6 10	[illegible]	911 8 0	33 12 0	1 824 10 10	621	351	972

SEGOWLIE-RAKSAUL BRANCH RAILWAY

(WORKED BY THE B & N.-W RAILWAY)

Audited Return of Traffic for week ending 2nd February 1901, on 18 miles open

	Coaching Traffic.		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train-miles run		
	Passengers carried	Receipts	Weight carried	Receipts			Coaching	Merchandise.	Total
	No	Rs. A P	Mds	Rs. A P	Rs A P	Rs A P			
Total traffic for the period on 18 miles open	2 156	367 15 8	[illegible]	278 11 5	[illegible] 5 0	683 0 1	365	139	504
Or per mile of railway	119 78	20 7 1	[illegible] 19	15 7 9	[illegible] 0 3	37 15 1	..	......	..
For previous [illegible] weeks of half year	7,664	1 339 12 10	[illegible]	1,084 3 3	266 12 0	2 690 12 1	1,045	359	1 404
Total for 4½ weeks	9 820	1 707 12 6	[illegible]	1,362 14 8	393 1 0	3 3[illegible] 12 [illegible]	1 410	498	1,908
COMPARISON									
Total for corresponding week of previous year on 18 miles open	1,267	254 10 0	[illegible]	200 10 0	11 2 0	466 6 0	178	74	252
Per mile of corresponding week of previous year	70·39	14 2 4	[illegible] 44	11 2 4	0 9 11	25 14 7	......	...	......
Total to corresponding date of previous year	6 088	1 134 0 10	[illegible]	1 112 2 0	44 14 0	2 291 0 10	799	425	1 224

ASSAM BENGAL RAILWAY

Approximate Return of Traffic for the week ended 9th March 1901, on 397 miles open for all descriptions of traffic, and an additional 161 miles for goods and parcels traffic only

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	No of passengers	Coaching receipts	Weight carried	Receipts			Coaching.	Merchandise	Total.
		Rs A P	Mds s	Rs. A P	Rs A P	Rs A P			
Total traffic for the week	3 237	21 623 0 0	1 09,109 0	15 401 0 0	1,800 0 0	38 [illegible]24 0 0	4,200	7,188	11,388
Or per mile of railway	93 80	54·21	18[illegible]	26 65	3 11	53 97	10 58	12 44	23 02
For previous 9 weeks of half year	360 443	2[illegible]7 471 0 0	8,53 083 0	1,10 084 0 0	21,917 0 0	3 [illegible]9,472 0 0	42,495	51 158	93,653
Total for 10 weeks	403 680	2 78 994 0 0	9 62 10[illegible] 0	1 2[illegible] 485 0 0	23 717 0 0	[illegible] 8,196 0 0	46 695	58,346	105 041
COMPARISON									
Total for corresponding week of previous year	35 762	22 609 0 0	*1,17 200 0	*12,016 0 0	*1 500 0 0	36 165 [illegible] 0	*4,253	*5,017	*9,270
Per mile of railway corresponding week of previous year	90 31	57 09	268 19	27 50	3 57	88 16	10·74	11 48	22·22
Total to corresponding date of previous year	321 530	2 06 581 0 0	*12,54,506 0	*1 16,737 0 0	*19 440 0 0	3 44 758 0 0	*42,126	*50,712	*92,839

* Weight and train miles of ballast trains of Chittagong Section have been omitted and the amount has been included under "other earnings."

FINANCIAL YEAR

Approximate Statement of Gross Receipts of the Assam Bengal Railway.

Receipts for week ending 9th March 1901			Receipts for week ending 10th March 1900			Total receipts from 1st April 1900 to week ending 9th March 1901			Total receipts from 1st April 1899 to 10th March 1900			Total increase in 1901	Total decrease in 1901.
Mean mileage worked	Receipts	Per mile worked	Mean mileage worked	Receipts	Per mile worked	Mean mileage worked	Total receipts	Per mile worked per week	Mean mileage worked	Total receipts.	Per mile worked per week		
	Rs	Rs		Rs	Rs		Rs			Rs		Rs.	Rs.
578	33 724	83 97	437	36 19[illegible]	83 16	578	16 83 909	...	437	15,17,638	....	1,66,361	......

ASSAM-BENGAL RAILWAY

Approximate Return of Traffic for the week ended 16th March 1901 on 397 miles open for all descriptions of traffic, and an additional 181 miles for goods and parcels traffic only

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	No of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds s	Rs. A P	Rs A P	Rs A P			
Total traffic for the week	35,938	21,625 0 0	1 33 240 0	15,432 0 0	5,719 0 0	42 776 0 0	3,986	7,960	11,055
Or per mile of railway ...	90 53	54 47	230 53	31 89	4 70	91 06	10 04	13 70	23 83
For previous 10 weeks of half year ..	403 680	2 78,994 0 0	9 62,193 0	1 25 485 0 0	23 717 0 0	4,28 196 0 0	46 695	58 346	105 041
Total for 11 weeks	439,618	3 00 619 0 0	10 95,441 0	1,43 917 0 0	26 436 0 0	4,70 972 0 0	50 681	66,316	116 986
Comparison									
Total for corresponding week of previous year ..	31,513	20 777 0 0	1 10 007 0	11 336 0 0	1 504 0 0	33 617 0 0	4,376	5,264	9,640
Per mile of railway corresponding week of previous year ..	79 55	53 47	265 40	25 94	1 44	81 93	11 05	12 05	23 10
Total to corresponding date of previous year	353,053	2 27 359 0 0	13 70 516 0	1,20 983 0 0	31 034 0 0	3 78,376 0 0	46 529	55,950	102,479

FINANCIAL YEAR

Approximate Statement of Gross Receipts of the Assam Bengal Railway

Receipts for week ending 16th March 1901			Receipts for week ending 17th March 1900			Total receipts from 1st April 1900 to week ending 16th March 1901			Total receipts from 1st April 1899 to week ending 17th March 1900			Total increase in 1901	Total decrease in 1901
Mean mileage worked	Receipts	Per mile worked	Mean mileage worked	Receipts	Per mile worked	Mean mileage worked	Total receipts	Per mile worked per week	Mean mileage worked	Total receipts	Per mile worked per week		
	Rs	Rs		Rs	Rs		Rs			Rs		Rs	Rs.
578	42 776	91 06	437	33 617	81 95	578	17 26 775		437	15 51 255		1 75,520	

DARJEELING-HIMALAYAN RAILWAY COMPANY, LIMITED.

	Rs	A	P
Approximate earnings for the week ending 23rd March 1901 ..	14,486	0	0
Audited earnings for the corresponding period of 1900 ...	15,992	0	0
Decrease ...	1,506	0	0
Receipts per mile for the week ending 23rd March 1901 ...	284	0	8
Ditto for the corresponding period of 1900 ..	313	9	1
Decrease ...	29	8	5
Receipts from 1st January to 23rd March 1901 ...	1,32,801	0	0
Ditto for the corresponding period of 1900 ..	1,62,327	0	0
Decrease ...	29,526	0	0

Printed at the Printing Office, and published by the Book Depôt, of the Bengal Secretariat, Writers' Buildings, in the City of Calcutta, on 3rd April 1901.

REGISTERED No. 29]

No. 16 of 1901.

SUPPLEMENT TO

The Calcutta Gazette.

WEDNESDAY, APRIL 17, 1901.

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CONTENTS

BUDGET ESTIMATE OF THE HOWRAH BRIDGE FOR THE YEAR 1901-1902

No. 750Marine

Government of Bengal.

MARINE DEPARTMENT.

MARINE.

Dated Calcutta, the 11th April 1901

RESOLUTION.

READ—

Letter No 4458, dated the 19th March 1901, from the Vice Chairman of the Commissioners of the Port of Calcutta, submitting the Budget Estimate of the Howrah Bridge for the year 1901-1902.

Receipts.—The total receipts for the year 1901-1902 have been estimated at Rs. 1,74,470 against Rs. 1,68,050 of the previous year. There is an increase of Rs. 6,420 in this estimate based on actuals.

2. *Expenditure*.—The expenditure for the year 1901-1902 has been estimated at Rs. 1,73,369 against Rs. 1,84,006 of the previous year, showing a net decrease of Rs. 10,637, though there are small increases under some of the heads amounting in all to Rs. 4,073. The principal items of decrease are under the heads "Proportion of salaries of Control Establishment," "Proportion of Municipal Taxes and Repairs to Dockyard" and "Repairs." The largest item of increase is under the head "Ferry Steamer," under which an increased expenditure of Rs 3,758 has been provided. This is due to a provision of Rs 30,000 having been made for the purpose of hiring a steamer of sufficient capacity in place of the ferry steamer *Buckland*, which is now found to be inadequate to meet the present requirements of the ferry service, and which the Commissioners propose accordingly to dispense with. The Howrah Bridge Fund opened on the 1st April 1901 with a credit balance of Rs. 9,266, and is expected to close on the 31st March 1902 with a balance of Rs. 10,367

3. The Lieutenant-Governor sanctions the estimate under section 21 of Act IX (B.C.) of 1871

By order of the Lieutenant-Governor of Bengal,

R. B. BUCKLEY,

Secretary to the Government of Bengal.

RESOLUTION ON THE ANNUAL REPORTS ON THE SURVEY AND SETTLEMENT OPERATIONS IN BENGAL DURING THE YEAR ENDING 30TH SEPTEMBER 1900.

REVENUE DEPARTMENT.—LAND REVENUE

Calcutta, the 11th April 1901

RESOLUTION—No 184L R

READ—

Letter No 212A, dated the 28th February 1901, submitting the Survey and Settlement Reports for the year ending 30th September 1900

The Annual Survey and Settlement Reports, which were due to Government on the 15th of January, were received from the Board on the 7th March. This delay was caused by the illness of the Superintendent of Surveys. The Lieutenant-Governor agrees with the remarks which the Board have made regarding the good work done by the tours and inspections of the officers in charge. He is glad to learn that the Survey and Settlement Departments have worked in harmony during the past year, and that the rules framed as to the relations between the Survey Department and the kanungos of the Settlement Department have effectually removed the friction of last year.

2 His Honour notices that the survey programme was not carried out in its entirety, but the explanations given for this are not very clear. The upland area of North Monghyr turned out to be considerably less than was originally estimated. The programme was still further affected, more as regards *khanapuri* than cadastral survey, by the order for the curtailment of operations in Darbhanga. The Orissa and Chittagong Settlements have been brought to a successful end, but in Chittagong the recovery of survey costs has still to be completed. The programme of the year's work in the Noakhali Government Estates has been completed with the exception of one estate, Chakla Bamni In Backergunge no fresh work was taken up in view of the pending settlement of the whole district. In Saran the programme was, despite various difficulties, successfully carried out. The Lieutenant-Governor regrets that wrongly-framed budget estimates should have caused the curtailment of the programme in Darbhanga In the case of the settlement of private estates in the Sonthal Parganas, the programme was a heavy one, and though excellent progress was made, it was found impossible to complete it The inference is that the programme must have been excessive. The expenditure incurred on survey has been high as compared with previous years, one of the chief causes being the curtailment of the programme in the Darbhanga district, a result which was foreseen when the orders for curtailment were passed. The chief cause, however, is to be found in the payment of charges, rightly debitable to the previous year, having been paid in this, regarding which the Lieutenant-Governor entirely agrees with the stricture passed by the Board, for the system is financially and administratively wrong. The Lieutenant-Governor notices with pleasure the good work done by the kanungos in the disposal of *khanapuri* disputes.

3. He has read with interest the report of the Settlement Officer of Bihar with regard to the effect of the Bengal Tenancy Amendment Act in facilitating the preparation of a record-of rights, but he agrees with the Board that expedition may be overdone and that in some cases greater care was required at the time of attestation. The Board are right in saying that the attestation should not be judged merely by the number of objections under section 103A which are upheld, but that it should be rather judged by the number of objections filed after attestation, and by this standard it appears that the attestation work has, on the whole, been carefully done

4. The Lieutenant Governor notices the difficulties that have beset the operations in Darbhanga, owing to the oppressive and unscrupulous action of certain landlords, with which, however, the Settlement Officer has fortunately been able to cope The illustrations given in paragraph 9 of Mr. Kerr's report show the necessity of unfailing vigilance and scrutiny in the examination of all rent claims He trusts that the case reported of rewriting the *jamabandi* from the village map, after having the areas extracted, will not become common, but it is very evident that the acceptance of the rent statements of the landlords

of this district require the most careful scrutiny. The Settlement Officer of Bihar has reported a case in which the Assistant Settlement Officer dismissed a claim for rent as illegal under section 29, Bengal Tenancy Act. It appears that the raiyats had filed a petition agreeing to the rent claimed, but as it was illegal, the officer rejected it. On appeal to the Special Judge, the compromise was accepted, and the Advocate-General has recorded that, in his opinion, the decision of the Court was right. This is an important ruling, and a copy of the judgment and opinion should be sent for the information of Government. The Lieutenant-Governor has read with interest the remarks of the Settlement Officers on the transfers of occupancy rights in Saran, Darbhanga, and the Sonthal Parganas. In the first two districts, the percentage of transfers is 7 87 and 2·44, respectively, over a period of ten years, and in neither does there appear at present to be any fear that the professional money-lending class is to any serious extent acquiring occupancy rights to the detriment of the actual cultivators. In Darbhanga the landlords, it is stated, do their best to prevent the professional money-lender from getting any footing in their villages. The statistics given for the Sonthal Parganas, show clearly that, even without any village supervising agency, the orders of 1887 prohibiting sales have been very fairly obeyed, and there is every reason to think that the action now being taken by the Settlement Officer with reference to transfers will confirm the impression that the endeavour to evade them is futile. The efforts made by Government to protect the peasantry of the Sonthal Parganas from the devices of the money-lenders have been hitherto successful. His Honour notices the comparative ease and rapidity with which recoveries have been effected in Bihar, as compared with similar work in the wealthy districts of Chittagong and Tippera, where the percentage of recovery has been much lower and the cost correspondingly higher. The reason may, perhaps, be found in the anxiety of the poorer raiyat of Bihar to possess that which may safeguard him in the possession of his lands.

5. The Lieutenant-Governor thanks the Board and Mr. Lyon for their careful and capable supervision of the settlement operations of the Province He acknowledges the great assistance given by the Survey Officers to the Settlement Department, and the thorough and careful work of Messrs. Kerr and McPherson.

ORDER—Ordered that this Resolution be published in the *Calcutta Gazette*, and that a copy of it, with copies of the two Reports, be submitted to the Government of India.

By order of the Lieutenant-Governor of Bengal,

F. A. SLACKE,

Secy. to the Govt. of Bengal.

REGISTERED No. 29.] No. 15 of 1901.

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CONTENTS.

APPOINTMENTS TO THE PUBLIC WORKS DEPARTMENT IN BENGAL.

No. 1252E.

Government of Bengal.

PUBLIC WORKS DEPARTMENT.

ESTABLISHMENT

Calcutta, the 4th April 1901

RESOLUTION.

READ—

(1) Government of India, Public Works Department Resolution No. 1443G., dated the 18th December 1884

(2) Government of Bengal, General Department Resolution No 294T —G, dated the 21st April 1891.

(3) Letter No 1171 —G, dated Darjeeling, the 26th June 1891, from the Government of Bengal, to the Government of India, Public Works Department.

(4) Letter No 1937G, dated the 20th July 1891, from the Government of India. Public Works Department

(5) Government of Bengal, General Department Resolution No 257T —G, dated the 25th September 1891

(6) Government of India, Public Works Department Resolution No 2112G, dated the 19th July 1892

(7) Government of India, Public Works Department, No. 3354G, dated the 14th October 1892

(8) Government of Bengal, Public Works Department Resolution No. 3297E., dated the 13th December 1893.

OBSERVATIONS.—These papers refer to the appointment both of officers to the Engineer establishment and of Subordinates to the Upper Subordinate Establishment of the Public Works Department in Bengal. It is intended to make some alterations in these orders.

2 With reference to the officers of the Engineer Establishment it was, at first, laid down that "one and two appointments in the grade of Assistant Engineer are reserved, in alternate years, for students of the Sibpur College who qualify at the University Examinations." But, subsequently, it was decided that only one appointment each year should be made from those students, and that, in alternate years, one Upper Subordinate should be promoted to the Engineer Establishment The students who qualify at the University Examination are those who are trained in the Engineer Department of the Sibpur Civil Engineering College, they continue for one year, after passing the University test, to study in a "practical course" (rule 8, page 18 of Sibpur College Calendar 1900) and during that course are considered as students of the College At the end of this "practical course" one of the students is appointed an Apprentice Engineer in the Public Works Department.

3 Hitherto it has been the custom, to which there has been one exception, to grant the annual appointment of Apprentice Engineer to the student who stood first in the University Examination The Lieutenant-Governor does not consider that this system is satisfactory The student, who graduates at the top of the list, may be but little superior, in theoretical knowledge, to those below him on the list, and he may be inferior to them in practical efficiency on works, in energy and in physique, all points of importance to an Engineer. These are characteristics which are developed during the year's "practical course," and can be gauged at the end of it The Lieutenant-Governor has, therefore, determined that the graduates, to whom the one appointment of Assistant Engineer is reserved, shall be required to go through an examination in certain practical subjects at the end of the "practical course" and that the graduate who shall stand highest in that examination shall be given the appointment of Apprentice Engineer, with the prospect, if his apprenticeship is satisfactory, of being confirmed as an Assistant Engineer in the Provincial Public Works Department

4. With reference to the Upper Subordinate Establishment, it was, at first laid down that "all vacancies in the Upper Subordinate Establishment in Bengal are reserved for Graduates in Engineering of the Calcutta University who have been educated at the Sibpur Engineering College" Subsequently that order was modified, to some extent, but direct appointments were limited to —

Resolution No 32 7E T, dated 13th December 1893

(i) mechanics required for special purposes,
(ii) students from Sibpur or other Indian College who had either graduated in Engineering at an Indian University, or held certificates as Assistant Engineer from the Thomason College, Rurki, and
(iii) Certain students from Sibpur who had been through the full College Course but had not graduated at the University.

As a matter of fact, since 1895, out of 39 direct appointments made to the Upper Subordinate establishment of the Bengal Public Works Department, 31 appointments have been made from students of the "Engineering Department" of the Sibpur College, who have graduated at the Calcutta University.

5 But the Sibpur College has not only got an "Engineer Department": it has also an "Apprentice Department" Those students who pass successfully through the whole course of five years in the "Apprentice Department" obtain certificates as Upper Subordinates and Foremen Mechanics; and some of these qualify as Sub-Engineers. The students of the "Apprentice Department" may obtain, and do accept, appointments as Sub-Overseers on the Lower Subordinate establishment, but, although they may be qualified as Upper Subordinates or even as Sub-Engineers, they have no means of direct access to the Upper Subordinate Establishment of the Bengal Public Works Department,

The conditions of the College require that a student, entering the "Engineer Department," should have attained a much higher standard of general education than one entering the "Apprentice Department;" and the limit of age, in the one case, is about four years higher than in the other A successful student from the "Engineer Department" attains the University degree of L.E. or B.E : This is a diploma indicating a standard of proficiency in Scientific and Engineering knowledge which is far higher than that attained by the successful student of the "Apprentice Department." On the other hand, experience has shown that the "Apprentice Department" turns out students who are men of a more mechanical, and, therefore, of a more practical stamp than those who graduate at the University The "Apprentice Department" of the College has been greatly improved in late years, and the Lieutenant Governor is of opinion that the students of that Department should be allowed to compete for direct appointments in the Upper Subordinate Establishment of the Bengal Public Works Department

6. The Behar School of Engineering has recently been re-organized and and the standard of the Education it gives has been raised The successful students from the School will finally pass an examination which will be equal to that passed by the students of the "Apprentice Department" of Sibpur. But the Behar students do not have the 18 months' practical training in the workshops which some of the Sibpur students go through and are not entitled to the certificate of Upper Subordinate and Foreman Mechanic which the latter attain. They are therefore likely to be less efficient than the Sibpur students in practical work.

7. After consideration of all these circumstances the Lieutenant-Governor has decided that, as a general rule to which it may be necessary to make some exceptions, the Upper Subordinate Establishment in Bengal shall, in future, be recruited in about equal proportions (1) from the students of the Sibpur Civil Engineering College who have graduated in the Calcutta University, and (2) from the students of the "Apprentice Department" of Sibpur and students, of the Behar School of Engineering.

8 The students, who will be permitted to compete for these appointments, will be determined by the rules in the following Resolution They will all be required to pass through the "practical course" which is mentioned in paragraph 2, and will, at the end of it, be subjected to the examination referred to in paragraph 3

9 The students from the Apprentice Department of Sibpur and from the Behar School of Engineering will be given an allowance during the period of the practical course of Rs 50 a month This allowance will be withdrawn if the conduct of the student is not satisfactory

10. The rules in the following Resolution will be brought into effect with reference to those students who pass out of the Sibpur College or the Behar School in the year 1902 —

RESOLUTION —I —One appointment as Apprentice Engineer will be made each year from the students of the "Engineering Department" of the Sibpur Engineering College, who have qualified at the Calcutta University Examinations and who have also qualified in a year's "practical course" in the Public Works Department If the Apprentice Engineer serves his apprenticeship satisfactorily he will be permanently appointed as an Assistant Engineer in the Provincial Service of the Public Works Department

II.—In alternate years one Upper Subordinate will also be promoted to be an Assistant Engineer in the same service

III.—The probable number of vacancies in the Upper Subordinate Establishment of the Bengal Public Works Department will be estimated annually. The number of graduates of the Calcutta University (being students from Sibpur College), who will be placed on their "practical course" in the Public Works Department, will be one more than the number so estimated, but not less than four in any case.

They will be taken in the order in which they stand in the University list, and if a mining student is among the number, he will be allowed to reckon his mining course as equivalent to the "practical course"

IV.—The Lieutenant-Governor will select from among the students who have, in the year, passed the final examination of the Behar School of Engineering, or of the Apprentice Department at Sibpur, a number equal to the estimated number of vacancies in the Upper Subordinate Establishment and not less than four in any case These candidates will be placed on the same "practical course" as the students of the "Engineering Department" of the Sibpur Engineering College are, for one year in the Public Works Department, only one candidate will be usually nominated from the Behar School of Engineering.

V—The "practical course" in the Public Works Department will be conducted as it has hitherto been When it is over, a Board of Examiners will be formed, consisting of one Superintending Engineer and two Executive Engineers, who will subject all of the above-mentioned student candidates to an examination, which will be designed to test them in those qualities which, independently of book work and theory, go far to make an efficient officer The examination will be essentially a practical one it will, as far as possible, be conducted orally and in the field.

VI.—The examination will include —

	Full marks.	
First.—The results of the last handicraft examination passed by the students at the College considered equal to		1,000
Secondly—The marks awarded in the practical examination in the following subjects.—		
(1) Practical Levelling	250	
(2) Practical Engineering ..	250	
(3) Preparation of materials	250	
(4) Knowledge of simple accounts	250	
(5) Ability to prepare, use and apply working drawings	250	
(6) Estimating	250	
(7) Riding on horseback	500	
		2,000
Grand Total ...		3,000

VII.—The Local Government, in reviewing the results, will take into consideration the reports on the character and general fitness of the candidates, which are submitted by the officers under whom they have served during the "practical course," and will then arrange the whole number of candidates on a list in order of merit.

VIII—The first candidate on this list who holds a University degree will be offered the appointment of Apprentice Engineer.

IX.—The others, in their order on this list, will be offered appointments as probationary overseers Those who hold the certificate of Upper Subordinate and Foreman Mechanic, or any superior certificate, will usually be placed in the second grade but, if the Lieutenant-Governor considers that any one of the successful candidates is of exceptional merit, he may be appointed first grade Those candidates who hold a lower certificate, not equal to that of Foreman Mechanic, will be placed in the third grade of overseers.

X—The seniority of those who may be appointed will be determined by their order on this list

XI.—This Resolution only affects paragraph I of Bengal Government Resolution No 3297E. of 13th December 1893, the other paragraphs of that Resolution remain in force.

ORDER—Ordered that a copy of this Resolution be forwarded to the General (Education) Department of this Government; to the Director of Public Instruction, Bengal, to the Principals, Patna College and Civil Engineering College, Sibpur, to the Commissioner, Patna Division and to the Head Master, Behar School of Engineering for information, and that it be published in Part I of the *Calcutta Gazette*.

By order of the Lieutenant-Governor of Bengal,

R. B. BUCKLEY,

Secretary to the Govt. of Bengal.

RABI CROPS IN BENGAL, 1900 1901

THE following is published for general information.

F. A. SLACKE,
Secy to the Govt. of Bengal

The 4th April 1901

DEPARTMENT OF LAND RECORDS AND AGRICULTURE, BENGAL

Note on the rabi crops in Bengal for 1900-1901

Explanatory—Hitherto this forecast has included *rabi* crops of all kinds, and figures for wheat, sugarcane, cotton (early and late) and *rabi* oilseeds, for which separate forecasts are issued by this Department, were given in it With Government Order No 2369T—R., dated the 3rd November 1900, however, instructions have been received for the omission from the *bhadoi* and *rabi* forecasts of all crops for which separate reports are prepared. These orders have been carried out and this is the first note on the *rabi* crops of these provinces from which figures of wheat, cotton and oilseeds have been omitted.

Character of the season.—The monsoon rains of the year 1900 were capricious and badly distributed, and the cold weather season has been abnormal in many respects At the commencement of October the districts of the Presidency Division had not recovered from the unprecedented fall of rain in September, while in many districts of Northern and Eastern Bengal the rainfall was in considerable defect There was little or no rain in the months of October and November, and the prospects of the *rabi* crops suffered in consequence, while the area sown with them was restricted In December, January and February, the rainfall considerably exceeded the normal in Chota Nagpur, Orissa, and in parts of Bihar, but was deficient in North and East Bengal The excess of rain did a good deal of damage in some districts, while the want of it was seriously felt elsewhere. The season was, on the whole, therefore, unfavourable to the growth and ripening of the *rabi* crops

Area sown—Excluding the areas sown with wheat, cotton and oilseeds, the normal area under the different *rabi* crops in these Provinces stands at 9,493,300 acres The area cultivated this year with the several *rabi* crops is 9,047,800 acres as compared with 9,262,000 acres in the preceding year The area under *rabi* food crops this year is 7,647,200 acres against 7,734,200 acres, the estimated area last year. As has been noted above, the reduction in area is mainly due to the sudden termination of the monsoon rains early in

October last, and the area placed under these crops in the Presidency Division was also affected by floods.

Outturn.—It will be seen from Appendix I, that out of the 45 districts in these Provinces, only one, Saran, anticipates an outturn above the normal (111 per cent.), and in only two others (Birbhum and Backergunge) is a normal outturn expected. Of the rest, twenty districts estimate an outturn varying between 80 and 99 per cent., eleven others estimate an outturn varying between 60 and 79 per cent., while in the remaining 11 districts the estimate falls below 60 per cent. Taking the Province as a whole, the District Officers estimate the probable outturn of the *rabi* crops at 79 per cent. of a normal crop, as against 88 per cent. estimated last year.

I believe, however, that the returns are in some cases unduly pessimistic, and it seems probable that the ill effects of the rain and cloudy weather in January and February last have been over-estimated. In these circumstances, I anticipate that the outturn will not fall short of 85 per cent. for the province as a whole.

Gross outturn of summer rice.—I append a statement showing approximately the probable outturn of the *boro* or summer rice crop, accepting 88 per cent. as the estimated outturn. It amounts to 3,094,900 cwts., as against an outturn of 3,286,600 cwts. reported last year.

P. C. LYON,

Director of the Department of Land Records and Agriculture, Bengal.

CALCUTTA

The 26th March 1901.

Estimate of outturn of rabi crops, 1900-1901

1	2	3	4	5	6	7	8	9	10	11
DIVISION AND DISTRICT	Total area of district in acres.	Total area in district estimated to be under cultivation in acres	Names of *rabi* crops.	Approximate normal area under each specified *rabi* crop in acres	Approximate area last year under each specified *rabi* crop in acres (1899 1900)	Estimated area this year under each specified *rabi* crop in acres (1900 1901)	Taking 100 to represent the normal outturn how much represented the outturn last year (1899 1900)?	Taking 100 to represent the normal outturn how much will represent this year's outturn (1900 1901)?	Remarks by District Officers	Remarks by Director, Department of Land Records and Agriculture Bengal.
Burdwan Division.										
Burdwan ...	1,726,080	1,284,300	Barley	9,600	9 600	9 600	100	91	The decrease in area and outturn this year is due to want of sufficient rainfall during the sowing season.	
			Boro or summer rice	500	500	500	100	100		
			Gram ...	11 400	11 400	11 400	100	91		
			Other *rabi* cereals and pulses	66,800	66,800	66,800	100	91		
			Other *rabi* food-crops (not separately reported) e g potatoes, yams melons and others	49 800	49 800	41 400	106	91		
			Total food-crops	138 100	138 100	129 700	101	91		
			Tobacco	600	600	600	100	100		
			Other *rabi* non food-crops (not separately reported) e g, spices oats, &c	3 100	3,100	3 100	100	100		
			Total non food-crops	3,700	3 700	3 700	100	100		
			GRAND TOTAL	141,800	141 800	133,400	101	91		

1	2	3	4	5	6	7	8	9	10	11
DIVISION AND DISTRICT	Total area of district in acres	Total area in district estimated to be under cultivation in acres	Names of *rabi* crops	Approximate normal area under each specified *rabi* crop in acres	Approximate area last year under each specified *rabi* crop in acres (1899-1900)	Estimated area this year under each specified *rabi* crop in acres (1900-1901)	Taking 100 to represent the normal outturn how much represented the outturn last year (1899-1900)?	Taking 100 to represent the normal outturn how much will represent this year's outturn (1900-1901)?	Remarks by District Officers.	Remarks by Director Department of Land Records and Agriculture Bengal
Burdwan—*contd*										
Birbhum	1,191 920	900 000	Gram	7 000	5 000	8 000	90	100		
			Other *rabi* cereals and pulses	3 [illegible]	2 [illegible]	3 000	100	100		
			Other *rabi* food-crops (not separately reported) *e g* potatoes, yams, melons and others	1,000	1 000	1,000	100	100		
			Total food-crops	11 500	8 000	10 000	94	100		
Bankura	1 677 430	662,800	Barley	2 000	3 200	3 500	88	75	The area cultivated was in excess of the normal owing to the failure of the last winter rice crop Bad weather has however reduced the outturn below the average	
			Boro or summer rice	800	600	700	75	75		
			Gram	6,500	6 500	7 800	75	75		
			Other *rabi* cereals and pulses	4,000	8 400	8 800	75	75		
			Other *rabi* food-crops (not separately reported) *e g* potatoes yams melons and others	3,500	3 500	4 800	75	75		
			Total food-crops	21 900	2[illegible] 500	24 700	77	75		
			Tobacco	1 500	2 400	2 400	75	75		
			Other *rabi* non food-crops (not separately reported) *e g* spices, oats, &c	9,600	3 300	8 400	75	75		
			Total non food crops	11 100	5 700	10 800	75	75		
			GRAND TOTAL	33,000	28,200	35,500	77	75		

Midnapore ..	3 2?2 800	2 190 600	Barley	1 ?00	1 200	1 200	88	50	The probable outturn has, I think, been under-estimated
			Boro or summer rice	6 0?0	6 100	4 600	79	75	
			Gram	2 ?00	2 500	2 ?00	85	80	
			Other *rabi* cereals and pulses	163 000	164,9 0	156 000	91	80	
			Other *rabi* food crops (not separately reported), *e g* potatoes yams, melons and others	47 200	43 500	41 600	83	77	
			Total food-crops	2?1 900	217 200	205 ?00	89	58	
			Tobacco	3 800	3 ?00	? ? 0	77	?7	
			Other *rabi* non food-crops (not separately reported) *e g* spices oats &c	52 100	47 ?00	47 ?0	?4	6?	
			Total non food-crops	5? 3?0	?1 800	5? 20?	83	88	
			GRAND TOTAL	2 ? 2??	2? ? ??0	2?? ?0?	98	62	
Hooghly	1 087 360	?0? 800	Barley	500	500	400	?	66	The Collector reports that the increase in area is due to the failure of the winter rice, and that the small outturn is accounted for by floods and subsequent drought
			Boro or summer rice	5 000	12 6 0	10 ?00	?5	84	
			Gram	200	3?0	200	68	7	
			Other *rabi* cereals and pulses	25 000	25 900	34 500	83	66	
			Other *rabi* food crops (not separately reported) potatoes yams melons and others	9 ?0?	? ?00	? 30?	?0	7?	
			Total food-crops	3? ?00	4? ?? 0	43 1?0	8?	3	
			Tobacco	1 400	1 400	1 400	83	83	
			Other *rabi* non food-crops (not separately reported) *e g* spices, oats, &c	300	300	300	??	??	
			Total non food-crops	1 ?00	1 700	1 ?00	88	8?	
			GRAND TOTAL	41 40?	49 300	44,500	82	73	

1	2	3	4	5	6	7	8	9	10	11
DIVISION AND DISTRICT	Total area of district in acres	Total area in district cultivated [illegible] under cultivation in acres	Names of rabi crops	Approximate normal area under each specified rabi crop in acres	Approximate area last year under each specified rabi crop in acres (1899-1900)	Estimated area this year under each specified rabi crop in acres (1900-1901)	Taking 100 to represent the normal outturn, how much will [illegible] represent the outturn [illegible] year (1899-1900)	Taking 100 to represent the normal outturn, how much will [illegible] this year's outturn (1900-1901)	Remarks by District Officers	Remarks by Director, Department of Land Records and Agriculture, Bengal
Presidency [illegible]										
24 Parganas	1,[illegible]14,[illegible]	1,102,[illegible]	Barley	1,[illegible]	1,[illegible]	1,[illegible]	2[illegible]	[illegible]	The marked decrease [illegible] [illegible] area [illegible] [illegible] [illegible] [illegible] abnormal rain in September [illegible] which [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] while the rain [illegible] in February was [illegible] to the standing crops	The [illegible] of September were [illegible] [illegible] [illegible] [illegible] and probably justify the Collector's gloomy estimate
			Boro or summer rice	4,[illegible]	[illegible]	[illegible]	[illegible]	[illegible]0		
			[illegible]	[illegible],[illegible]0	[illegible]	[illegible]	11[illegible]	5[illegible]		
			Other rabi cereals and [illegible]	3[illegible]	2[illegible]	11,[illegible]	114	0		
			Other rabi food-crops (not separately [illegible] [illegible] [illegible] [illegible] [illegible] and others	4,[illegible]	[illegible]	4,[illegible]	98	8[illegible]		
			Total food-crops	4[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
			Tobacco	3,[illegible]	[illegible]	1,[illegible]	10	[illegible]3		
			Other rabi non-food crops (not separately reported) e.g., spices, &c.	1,400	1,000	[illegible]	100	67		
			Total non-food-crops	4,300	[illegible]	2,[illegible]	107	[illegible]4		
			GRAND TOTAL	52,100	44,100	29,[illegible]	110	5[illegible]		

Nadia	1 788 160	1 303 000	Barley	[illegible]	5 500	[illegible]	53	43	The decrease in area sown and in the estimated outturn is due to want of [illegible] rainfall. A [illegible] crop of gram is reported from [illegible] Subdivision, but [illegible] 13 or 12 per cent only	The estimates appear to be unduly low
			[illegible] or summer rice	[illegible]	[illegible]	[illegible]	52	71		
			Gram	[illegible]	[illegible]	[illegible]	[illegible]	32		
			Other rabi cereals and pulses	[illegible]	7 390	6 000	58	42		
			Other [illegible] food crops (not separately reported), e.g., potatoes, [illegible] melons and others	1 00	[illegible]	[illegible]	[illegible]	[illegible]		
			Total food crops	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
			Tobacco	[illegible]	[illegible]	[illegible]	50	[illegible]		
			Other [illegible] food crops (not separately reported), e.g., [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
			Total non-food crops	[illegible]	[illegible]	[illegible]		[illegible]		
			GRAND TOTAL	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
[illegible]hidabad	[illegible]	[illegible]	Barley	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	The decrease in the outturn of [illegible] food crops is due to [illegible] which lasted for [illegible] in February [illegible]	The estimate is probably too low
			Boro or summer rice	[illegible]	[illegible]	[illegible]	[illegible]	83		
			Gram	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
			Other [illegible]	[illegible]	[illegible]	[illegible]		1		
			Total food crops	[illegible]	[illegible]	[illegible]	[illegible]	7		
			Tobacco	[illegible]	[illegible]	[illegible]	84	55		
			Other [illegible] food crops (not separately reported), e.g., [illegible]	1 [illegible]	[illegible]	1 600	70	72		
			Total non-food crops	[illegible]	[illegible]	[illegible]	[illegible]	73		
			GRAND TOTAL	[illegible]	[illegible]	[illegible]	74	[illegible]		

1	2	3	4	5	6	7	8	9	10	11
DIVISION AND DISTRICT	Total area of district in acres	Total area in district cultivated to be under cultivation in acres	Names of *rabi* crops	Approximate normal area under each specified *rabi* crop in acres	Approximate area last year under each specified *rabi* crop in acres (1899-1900)	Estimated area this year under each specified *rabi* crop in acres (1900-1901)	Taking 100 to represent the normal outturn how much represented the outturn last year (1899-1900)?	Taking 100 to represent the normal outturn how much will represent this year's outturn (1900-1901)?	Remarks by District Officers.	Remarks by Director Department of Land Records and Agriculture Bengal
Presidency Division—*contd*										
Jessore	1,8[illegible]2,[illegible]	1 142 [illegible]	Barley	[illegible]	4 000	[illegible]	[illegible]	4	Th[illegible] alling [illegible] outturn this year is due to the deficiency of rainfall in the ploughing season	The estimate seems [illegible] gloomy
			Boro or summer rice	[illegible]4 [illegible]	2[illegible] [illegible]	24 [illegible]	75	7[illegible]		
			Gram	2[illegible] [illegible]	1[illegible] 800	[illegible]7 700	85	40		
			Other *rabi* cereals and pulses	114 [illegible]00	104 600	93 [illegible]00	80	34		
			Other *rabi* food-crops (not separately reported) e g potatoes yams melons and others	1 [illegible]00	1 300	1 300	90	43		
			Total food crops	178 [illegible]	151 700	140 [illegible]	80	42		
			Tobacco	27 [illegible]00	21 1[illegible]0	21 400	83	60		
			Other *rabi* non food-crops (not separately reported) e g spices, oats, &c	3 200	2 800	2,900	75	75		
			Total non food-crops	30 800	[illegible]3 900	24,200	83	62		
			GRAND TOTAL	207 300	175 600	164,700	80	45		

Khulna	3 103,948	870,003	*Boro* or summer rice Gram	85 800 100	85 000 100	84,800 100	99 100	98 100	
			Other *rabi* cereals and pulses	11 000	10 900	10 900	96	92	
			Total food-crops	96 [illegible]00	96 000	95 800	99	97	
			Tobacco Other *rabi* non food-crops (not separately reported) e.g., spices, oil seeds &c	5 000 6,100	4 900 6 100	4 900 6 100	90 54	93 93	
			Total non food-crops	11,100	11 000	11 000	91	97	
			GRAND TOTAL	108 000	107 000	106 800	98	97	
Rajshahi Division									
Rajshahi	1 083 040	1 202,100	Barley *Boro* or summer rice Gram Other *rabi* cereals and	16 900 47 400 15 900 130 000	11 000 48 000 16 [illegible] 114 [illegible]	13 000 42 000 14 [illegible] 128 [illegible]	100 100 93 9[illegible]	98 100 99 1[illegible]	The normal areas have been revised
			Other *rabi* food-crops (not separately reported) e.g., potatoes, yams, melons and others	6 100	6 000	5,000	85	100	
			Total food crops	214 [illegible]	191 [illegible]	202 900	90	99	

1	2	3	4	5	6	7	8	9	10	11
DIVISION AND DISTRICT	Total area of district in acres	Total area in district estimated to be under cultivation in acres	Names of *rabi* crops	Approximate normal area under each specified *rabi* crop in acres	Approximate area last year under each specified *rabi* crop in acres (1899-1900)	Estimated area this year under each specified *rabi* crop in acres (1900-1901)	Taking 100 to represent the normal outturn how much represented the outturn last year (1899-1900)?	Taking 100 to represent the normal outturn how much will represent this year's outturn (1900-1901)?	Remarks by District Officers.	Remarks by the Director Department of Land Records and Agriculture Bengal
Rajshahi Division—*concld.* Rajshahi—*concld.*	...	... ...	Tobacco Ganja Other *rabi* non food-crops (not separately reported) *e g* spices, oats, &c	2 300 1 100 38 500	1 500 9 0 40 000	2 300 1 8 0 38,000	80 75 90	80 41 100	The low outturn of *Ganja* is due to damage done by insects.	
			Total non food crops	41 900	42,400	42 100	90	97		
			GRAND TOTAL	205 900	253,400	245 000	95	99		
Dinajpur	2,520,000	1 687 000	Gram ... ... Other *rabi* cereals and pulses Other *rabi* food-crops (not separately reported) *e g* potatoes, yams melons and others	18,000 1 200 23 000	18,000 1 200 22,800	18 000 1 200 22 800	100 100 85	100 100 90		
			Total food-crops ...	42 200	42 000	42 000	91	95		
			Tobacco Other *rabi* non food-crops (not separately reported) *e.g.* spices, oats &c	14 000 100	14,000 100	14,000 100	100 100	100 100		
			Total non food-crops	14,100	14 100	14 100	100	100		
			GRAND TOTAL	56,000	56 100	56,100	93	96		

Jalpaiguri ...	[illegible],[illegible]00	[illegible],873,000	Barley	3 200	1 300	1 300	50	60	...	The Collector attributes the estimated low outturn to the deficient rainfall. I think he has probably made too great a deduction on this account
			Other *rabi* cereals and pulses	17 900	12,400	12 400	65	63		
			Other *rabi* food-crops (not separately reported) *e g* potatoes, yams melons and others	5,[illegible]00	5,200	5 000	55	55		
			Total food-crops ..	26 600	18 [illegible]00	18,700	61	59		
			Tobacco	90 [illegible]0	112 900	113 100	73	84		
			Other *rabi* non food-crops (not separately reported) *e g* spices oats &c	4,900	4,900	4 500	80	65		
			Total non food-crops ..	94 600	117 700	117 600	73	83		
			GRAND TOTAL	121 700	136 600	136,300	71	80		
Darjeeling	[illegible]44 9[illegible]0	14[illegible] [illegible]0	Barley	2 50[illegible]	2 [illegible]00	1 [illegible]00	10[illegible]	10[illegible]		
			Other *rabi* cereals and pulses	[illegible] 000	7 [illegible]0[illegible]	7 [illegible]0	10[illegible]	[illegible]		
			Other *rabi* food crops (not separately reported) *e g* potatoes, yams, melons and others	8 [illegible]00	8 700	8 000	103	93		
			Total food-crops	18 2[illegible]0	17 700	16 900	108	93		
			Tobacco	600	600	600	100	100		
			Total non food-crops	600	600	600	100	100		
			GRAND TOTAL	18 800	18 300	17 500	108	93		

1	2	3	4	5	6	7	8	9	10	11
DIVISION AND DISTRICT	Total area of district in acres	Total area in district estimated to be under cultivation in acres	Names of *rabi* crops	Approximate normal area under each specified *rabi* crop in acres.	Approximate area last year under each specified *rabi* crop in acres (1899-1900)	Estimated area this year under each specified *rabi* crop in acres (1900-1901)	Taking 100 to represent the normal outturn how much represented the outturn last year (1899-1900)?	Taking 100 to represent the normal outturn how much will represent this year's outturn (1900-1901)?	Remarks by District Officers.	Remarks by Director, Department of Land Records and Agriculture, Bengal
Rajshahi Division—*concld*										
Rangpur ...	2,231 040	1 608 700	Barley	600	600	500	89	100		
			Gram	4,500	4,500	200	13	100		
			Other *rabi* cereals and pulses.	95,300	69,400	64,400	97	78	The low outturn of *rabi* cereals food crops and non-food crops is due to want of rain.	
			Other *rabi* food-crops (not separately reported) *e g* potatoes, yams, melons and others	4,500	9 500	9 500	87	78		
			Total food-crops	104 900	84,000	74 600	96	75		
			Tobacco	194,100	182,100	182,100	91	95		
			Other *rabi* non food-crops (not separately reported), *e g* spices, oats, &c	22,600	22,000	22,600	93	75		
			Total non-food-crops	216 700	204,100	204,700	91	93		
			GRAND TOTAL	321,600	288,100	279 300	92	89		

Bogra ...	869,760	660 000	Gram	6,000	5,000	4,000	70	60	Deficiency of rain during the ploughing and sowing season accounts for the decrease of area and outturn
			Other *rabi* cereals and pulses	42 000	42 000	38,000	70	60	
			Other *rabi* food-crops (not separately reported) *e g* potatoes yams, melons and others	12 000	12 000	10,000	80	60	
			Total food-crops	59 000	59 000	52,000	72	60	
			Tobacco	1 000	1 000	1 000	90	70	
			Other *rabi* non food-crops (not separately reported) *e g* spices oats &c	100	100	100	80	60	
			Total non food crops	1 100	1 100	1 100	80	69	
			GRAND TOTAL	60 100	60 100	53,100	72	60	
Pabna ...	1 176,960	882,500	Barley	16,000	16 000	16,000	90	70	The area under *boro* paddy in the Sadar Subdivision has increased this year and that under gram has also increased in the Serajganj Subdivision The outturn of all the *rabi* crops is poor for want of seasonable rain
			Boro or summer rice	7 500	7 500	8 000	70	80	
			Gram	16 000	15 000	16,000	90	70	
			Other *rabi* cereals and pulses	125 000	110 000	110,000	90	70	
			Other *rabi* food crops (not separately reported) *e g* potatoes yams melons and others	2 000	2 000	2 000	80	70	
			Total food crops	166 500	150 500	152 000	89	71	
			Tobacco	7 000	[illegible] 000	7 000	100	80	
			Other *rabi* non-food-crops (not separately reported), *e g*, spices, oats &c	10 000	10 000	10 000	78	60	
			Total non food-crops	17 000	17 000	17,000	87	68	
			GRAND TOTAL ...	183,500	167 500	169 000	89	71	

1	2	3	4	5	6	7	8	9	10	11
DIVISION AND DISTRICT	Total area of district in acres	Total area in district estimated to be under cultivation in acres	Names of *rabi* crops.	Approximate normal area under each specified *rabi* crop in acres	Approximate area last year under each specified *rabi* crop in acres (1899 1900)	Estimated area this year under each specified *rabi* crop in acres (1900 1901)	Taking 100 to represent the normal outturn how much represented the outturn last year (1899-1900)?	Taking 100 to represent the normal outturn how much will represent this year's outturn (1900 1901)?	Remarks by District Officers.	Remarks by the Director Department of Land Records and Agriculture Bengal
Dacca Division										
Dacca	1 780,480	1,213 800	Barley	2 300	2 200	2 300	53	53	The decrease in the outturn is due to the want of timely rainfall	The estimate of outturn has probably been pitched too low
			Boro or summer rice	49 500	48 900	43,800	95	61		
			Gram	1,000	1 000	1 000	60	50		
			Other *rabi* cereals and pulses	96 300	95,000	94,300	63	62		
			Other *rabi* food-crops (not separately reported) *e g* potatoes, yams, melons and others	7 000	6,700	6,700	86	67		
			Total food-crops ..	156,100	153 900	148 100	74	63		
			Tobacco	9 500	9,500	9 500	76	69		
			Other *rabi* non food crops (not separately reported) *e g* spices oats &c.	14,000	12 000	10,100	78	57		
			Total non food-crops	23 500	21,500	19 600	75	63		
			GRAND TOTAL	179 600	175,300	167 700	74	62		

Mymensingh	4,081,430	2,405,700	Barley	13 400	13 100	13 100	100	75	The outturn is estimated as below the normal, owing to the early cessation of the rains.	
			Boro or summer rice	126 000	126 000	134 000	99	75		
			Gram	1 000	500	700	75	75		
			Other *rabi* cereals and pulses	245 000	244 100	244,100	98	80		
			Other *rabi* food-crop (not separately reported) e g potatoes yams melons and others	45,000	43 600	41 600	98	80		
			Total food-crops	430,400	427 300	426 500	98	78		
			Tobacco ...	45 000	42,400	42 500	88	80		
			Other *rabi* non food-crops (not separately reported), e g spices oats &c	32,800	20 100	6,100	88	75		
			Total non food crops	77 800	62 500	48 900	88	79		
			GRAND TOTAL	508,200	489 800	475 400	97	78		
Faridpur ...	,460,480	1,007 500	Barley	8 000	8 000	5 000	100	60	The decrease in area in column 8 is due to insufficient flood and want of rain during the sowing season The outturn is poor for want of rain during the growing season	The estimate of outturn seems too low
			Boro or summer rice	15 000	15 000	10 000	100	75		
			Gram	8 000	8,00[illegible]	6 0[illegible]0	75	60		
			Other *rabi* cereals and pulses	152 000	152 000	125 000	60	[illegible]0		
			Other [illegible] food-crops (not separately reported) e g potatoes yams melons and others ...	500	500	500	100	100		
			Total food-crops	183 500	183,500	146,500	66	53		
			Tobacco	500	500	500	100	100		
			Other *rabi* non food-crops (not separately reported) e g, spices oats &c	3,000	3,000	2,500	75	75		
			Total non food-crops	3,500	3,500	3,000	79	79		
			GRAND TOTAL	187,000	187,000	149,500	68	54		

1	2	3	4	5	6	7	8	9	10	11
DIVISION AND DISTRICT	Total area of district in acres.	Total area in district estimated to be under cultivation in acres	Names of *rabi* crops	Approximate normal area under each specified *rabi* crop in acres	Approximate area last year under each specified *rabi* crop in acres (1899-1900)	Estimated area this year under each specified *rabi* crop in acres (1900-1901)	Taking 100 to represent the normal outturn how much represented the outturn last year (1899-1900)?	Taking 100 to represent the normal outturn how much will represent this year's outturn (1900-1901)?	Remarks by District Officers.	Remarks by the Director, Department of Land Records and Agriculture, Bengal
Dacca Division—concld. Backerganj	2 335 360	1,408 000	*Boro* or summer rice	25,000	26,000	26 000	100	100	The area against *boro* paddy has been revised The normal out turn is due to good rains in February	
			Other *rabi* cereals and pulses	50 000	50 008	50 000				
			Other *rabi* food-crops (not separately reported) *e g* potatoes yams melons and others	40,000	40 000	40 000				
			Total food-crops	115 000	116 000	116,000	100	100		
			Tobacco	1 000	1 000	1 000	100	100		
			Other *rabi* non food crops, (not separately reported) *e g*, spices oats, &c	11 000	11,000	11 000	100	100		
			Total non food-crops	12,000	12 000	12 000	100	100		
			GRAND TOTAL	127 000	128 000	128,000	100	100		
Chittagong Division.										
Tippera	1 694 880	1 171,800	*Boro* or summer rice	16,000	16 000	16,060	100	96	Deficency of rain during the ploughing and sowing season accounts for the decrease in the area and outturn of all the *rabi* crops excepting tobacco	
			Gram	500	400	400	75	75		
			Other *rabi* cereals and pulses	61 300	54,800	52,800	79	81		
			Other *rabi* food-crops (not separately reported) *e g* potatoes yams melons and others	1 000	900	900	98	88		
			Total food-crops	78 800	72,100	70 100	84	84		

			Tobacco ...	9,000	5 900	5,500	58	84		
			Other *rabi* non food-crops (not separately reported), *e g*, spices, oats, &c	54,700	47,700	46,700	96	50		
			Total non food-crops	63 7 0	52 400	52 200	92	80		
			GRAND TOTAL	142 5 0	123 000	123 300	87	88		
Noakhali ...	1,594,880	1,1[illegible]8 400	Other *rabi* cereals and pulses.	67,100	67 100	67 100	75	80	The outturn would have been better had the season been less dry	
			Total ...	67,100	67 100	67 100	75	80		
Chittagong ...	1 494 751	506,900	Other *rabi* cereals and pulses.	5 600	5 600	5,500	80	50	The crops have suffered much from want of rain since the time of sowing	There has been an almost complete failure of the winter rains in this district.
			Other *rabi* food-crops (not separately reported) *e g* potatoes, yams, melons, and others	12,000	12 000	10,100	80	50		
			Total food-crops ...	1 6 0	7 600	15 6 0	50	50		
			Tobacco	3,300	2,700	2,700	80	80		
			Other *rabi* non-food-crops (not separately reported), *e g* spices oats &c	17,2 0	16,900	16 3	90	50		
			Total non-food-crops	20 5 0	19,100	1[illegible]	8[illegible]	50		
			GRAND TOTAL	38 100	3[illegible]00	34 800	83	50		

1	2	3	4	5	6	7	8	9	10	11
DIVISION AND DISTRICT	Total area of district in acres	Total area in district estimated to be under cultivation in acres	Names of *rabi* crops	Approximate normal area under each specified *rabi* crop in acres	Approximate area last year under each specified *rabi* crop in acres (1899-1900)	Estimated area this year under each specified *rabi* crop in acres (1900-1901)	Taking 100 to represent the normal outturn how much represented the outturn last year (1899-1900)?	Taking 100 to represent the normal outturn, how much will represent this year's outturn (1900-1901)?	Remarks by District Officers	Remarks by the Director, Department of Land Records and Agriculture, Bengal.
Patna Divn										
Patna ...	1 332,560	968,500	Barley ...	87,500	77,000	77 000	79	76	The crops have been somewhat affected by unseasonable weather during January and February last	
			Boro or summer rice	1 300	1,000	1,000	100	100		
			Gram	82 100	74 000	74,000	81	68		
			Other *rabi* cereals and pulses	111 100	128 000	1 8 00	81	70		
			Other *rabi* food crops (not separately reported) *e g*, potatoes, yams, melons and others.	15 900	14 000	14 900	87	74		
			Total food crops	2,57 900	2 94 900	2,94 900	81	72		
			Tobacco	2 700	2 000	2,000	100	100		
			Opium (poppy)	18 00	7 800	16 200	98	98		
			Other *rabi* non-food-crops (not separately reported), *e.g* spices, oats, &c.	3,500	3 500	3 500	91	87		
			Total non food-crops	24 400	23,300	21,700	93	89		
			GRAND TOTAL	282 300	318 200	316 600	82	73		
Gaya	3,015 630	2,207,500	Barley ...	70 000	69 300	70,000	94	68	The rains in January and February 1901 damaged the *rabi* crops.	
			Gram	96,000	97 000	97 000	97	60		
			Other *rabi* cereals and pulses.	175 000	102 200	103,200	81	72		

			Other *rabi* food-crops (not separately reported) *e.g.*, potatoes, yams, melons and others	1 [illegible]00	10 900	10 9[illegible]0	[illegible]	97		
			Total food-crops	351 000	345,600	346,100	88	64		
			Opium (poppy)	51 000	50 600	49 400	68	73		
			Other *rabi* non-food crops (not separately reported) *e.g.*, spices, oats, &c	2,000	2 000	2 000	78	69		
			Total non-food crops ..	53 000	52 600	51 400	68	75		
			GRAND TOTAL ...	404,000	39[illegible] 200	397 500	85	65		
Shahabad	2,795,520	1 841,806	Barley ..	52,000	50,5[illegible]0	52 000	55	60	Frequent rain and cloudy weather have damaged the crops, specially gram otherwise there would have been a bumper crop this year. The figures for opium have been taken from the Opium Department.	The ill-effects of the winter rains have probably been over-estimated.
			boro or summer rice	6,500	6,500	6,500	50	51		
			Gram	67,300	65,600	65,000	64	40		
			Other *rabi* cereals and pulses	84,500	83,400	83,400	53	50		
			Other *rabi* food-crops (not separately reported) *e.g.* potatoes, yams, melons and others.	28,700	25,700	28 000	60	55		
			Total food-crops	239 000	229 700	234,900	5[illegible]	54		
			Tobacco	500	500	500	56	96		I will ask the Collector to consider whether his normal area for opium should not be revised.
			Opium (poppy) ..	42 000	18,100	17 900	86	90		
			Other *rabi* non food-crops (not separately reported) *e.g.*, spices, oats &c	15,800	15,000	15,000	62	76		
			Total non food-crops	58,000	33,600	33 400	76	81		
			GRAND TOTAL	297 000	263 300	265,300	59	57		

1	2	3	4	5	6	7	8	9	10	11
Division and District	Total area of district in acres.	Total area in district estimated to be under cultivation in acres	Names of *rabi* crops.	Approximate normal area under each specified *rabi* crop in acres	Approximate area last year under each specified *rabi* crop in acres (1899-1900)	Estimated area this year under each specified *rabi* crop in acres (1900-1901)	Taking 100 to represent the normal outturn, how much represented the outturn last year (1899-1900)?	Taking 100 to represent the normal outturn, how much will represent this year's outturn (1900-1901)?	Remarks by District Officers.	Remarks by the Director, Department of Land Records and Agriculture, Bengal.
Patna Divn.—*contd.*										
Saran	1,696 087	1,382,500	Barley	[illegible]	[illegible]	210 [illegible]	10[illegible]	103	The rain and cloudy weather of January and February did some damage, but not enough to affect the outturn seriously.	
			Boro or summer rice	[illegible]	1 [illegible]	1 [illegible]	[illegible]	1 0		
			Gram	43,00[illegible]	4[illegible]	4 [illegible]	110	1[illegible]		
			Other *rabi* cereals and pulses.	139,000	23 [illegible]	2 4 [illegible]	110	12[illegible]		
			Other *rabi* food-crops (not separately reported) e.g., potatoes, yams, melons and others.	70,000	64,100	64,100	93	110		
			Total food-crops	431 600	[illegible] 100	[illegible] 800	106	112		
			Tobacco	1 770	1 900	1 800	75	100		
			Opium (poppy)	42 003	42 700	42,000	65	100		
			Other *rabi* non-food-crops (not separately reported) e.g., spices, oils, &c.	10,000	10 000	10 000	100	100		
			Total non-food crops	53,700	54,500	53 900	72	100		
			GRAND TOTAL	485 3 0	647 [illegible]	606,600	103	111		
Champaran	2,350,840	1,384,000	Barley	214,100	225,00[illegible]	214 100	90	100	The figures in columns 3, 4, 6 and 8 have been carefully revised according to the settlement records. The crops promised to be bumper ones two months ago but have been damaged by bad weather. Opium gathering is beginning but a 90 per cent. outturn is not yet secure.	
			Gram	37 300	30,500	37 200	90	90		
			Other *rabi* cereals and pulses.	214,000	219 300	214 000	95	90		

			Other *rabi* food-crops (not separately reported), e g potatoes, yams, melons and others.	86,600	87,000	86,000	100	100	
			Total food-crops	501 300	516 500	501,310	93	96	
			Tobacco ..	2 500	1,000	1,200	90	100	
			Opium (poppy)	53 600	54 000	52 500	95	90	
			Other *rabi* non food-crops (not separately reported) e g spices, oats &c.	17 900	17 800	17 800	98	100	
			Total non-food-crops	73 900	68 800	71,500	96	63	
			GRAND TOTAL	575,200	585 300	572,800	93	95	
Muzaffarpur ...	1,941,284	1,848,300	*Barley*	296,600	296 600	296,600	80	85	
			Gram ..	43 800	43 800	43 800	80	75	
			Other *rabi* cereals and pulses	386 800	385 900	380 500	70	75	
			Other *rabi* food-crops (not separately reported) e g, potatoes yams melons and others	77,800	77 800	78,400	80	75	
			Total food-crops	804 000	804 000	509 213	78	79	
			Tobacco ...	17 400	17 400	21,000	75	98	
			Opium (poppy) ..	12 200	17 500	11 000*	75	80*	* The Sub-Deputy Opium Agent's estimate has been adopted
			Other *rabi* non food crops (not separately reported), e.g, spices, oats &c	51 900	51,910	52,400	75	90	
			Total non-food-crops	81,500	86 800	84,600	75	86	
			GRAND TOTAL	885 500	890 800	893,800	75	80	

1	2	3	4	5	6	7	8	9	10	11
DIVISION AND DISTRICT	Total area of district in acres	Total area in district estimated to be under cultivation in acres	Names of *rabi* crops.	Approximate normal area under each specified *rabi* crop in acres	Approximate area last year under each specified *rabi* crop in acres (1899-1900)	Estimated area this year under each specified *rabi* crop in acres (1900-1901)	Taking 100 to represent the normal outturn how much represented the outturn last year (1899 1900) ?	Taking 100 to represent the normal outturn how much will represent this year's outturn (1900-1901) ?	Remarks by District Officers.	Remarks by the Director, Department of Land Records and Agriculture, Bengal.
Darbhanga ...	2,134,400	1,880,709	Barley	78 900	78 600	78 500	100	88	The recent rains did little good to the crops	
			Gram ..	45 500	43 200	45 200	100	89		
			Other *rabi* cereals and pulses	157 100	154 800	168 600	100	89		
			Other *rabi* food-crops (not separately reported), *e g.*, potatoes, yams, melons and others	86 700	88 500	90,500	100	93		
			Total food-crops ..	366 900	365,000	382,800	100	86		
			Tobacco	54,600	52,000	60 500	93	100		
			Opium (poppy) ..	4,000	4 000	3 000	80	75		
			Other *rabi* non food-crops (not separately reported), *e g.*, spices, oats &c.	112,500	109,000	30 000	100	76		
			Total non-food-crops ...	171 100	165 000	93 500	97	91		
			GRAND TOTAL	538,000	530 000	476,300	99	87		

Bhagalpur Divn. Monghyr ...	2,068,440	1,883,000	Barley ..	123,200	123,200	79 100	84	82	Low outturn is due to the heavy rains in January and February last.
			Gram ..	135 000	135 000	133,000	83	63	
			Other *rabi* cereals and pulses.	300 000	280 000	341,400	97	84	
			Other *rabi* food-crops (not separately reported) e g potatoes, yams, melons and others.	55 000	55 000	35,800	72	74	
			Total food-crops	613,200	594,200	592 300	89	78	
			Tobacco ..	19 400	16 000	10 900	104	92	
			Opium (poppy) ..	19 600	18 800	18,200	77	80	
			Other *rabi* non food-crops (not separately reported), e.g., spices, oats, &c	12 000	12,000	11 400	93	76	
			Total non-food-crops	51,000	46,800	40 500	90	82	
			GRAND TOTAL	664 200	640 000	6,32 500	89	78	
Bhagalpur ...	2,704,648	2 097,000	Barley	63,900	63,900	63,900	100	104	The rain and continuous cloudy weather in February have injured the crops
			Gram	72,200	72 200	72,200	104	80	
			Other *rabi* cereals and pulses	162 100	145 300	145 300	104	90	
			Other *rabi* food crops (not separately reported) e g potatoes, yams melons and others.	66 700	66 700	66 700	10[illegible]	100	
			Total food crops	369 900	348 100	348 100	103	92	
			Tobacco	8,000	8 000	8 000	98	95	
			Opium (poppy)	600	600	600	100	75	
			Other *rabi* non food-crops (not separately reported) e g, spices oats &c	61,000	61 000	61,000	100	96	
			Total non food-crops ..	69,600	69 600	69 600	100	96	
			GRAND TOTAL	439 500	417 700	471 700	103	93	

1	2	3	4	5	6	7	8	9	10	11
DIVISION AND DISTRICT	Total area of district in acres.	Total area in district estimated to be under cultivation in acres	Names of *rabi* crops	Approximate normal area under each specified *rabi* crop in acres.	Approximate area last year under each specified *rabi* crop in acres (1899-1900)	Estimated area this year under each specified *rabi* crop in acres (1900-1901)	Taking 100 to represent the normal outturn how much represented the outturn last year (1899-1900)?	Taking 100 to represent the normal outturn, how much will represent this year's outturn (1900-1901)?	Remarks by District Officers.	Remarks by the Director Department of Land Records and Agriculture, Bengal
Bhagalpur Divn.—*concld* Purnea ...	3 198 820	1 639 800	Barley	8,200	7,200	7 200	94	90	The crops have been somewhat affected by unseasonable rain in the Sadar subdivision during January and February last	
			Boro or summer rice	500	500	500	87	85		
			Gram	29 100	24 100	22 100	94	93		
			Other *rabi* cereals and pulses	173 000	153 000	140,000	90	93		
			Other *rabi* food-crops (not separately reported) *e g* potatoes yams melons and others	26 700	26,700	26 700	94	98		
			Total food-crops	237 500	211,500	196,500	91	94		
			Tobacco	31 100	30 100	30 100	100	100		
			Other *rabi* non food-crops (not separately reported) *e g*, spices, oats, &c	5 300	2,400	5 300	91	86		
			Total non-food-crops	36,400	32 500	35 400	99	99		
			GRAND TOTAL	273 900	244,000	231 900	92	95		
Malda ..	1,216,000	672 500	Barley	27 500	27 500	24 000	94	87	Want of sufficient rainfall in November and December is the cause of the decrease in the area sown this year The decrease in the outturn of the different crops is partly due to want of rainfall in January and February, and	
			Boro or summer rice ...	5,000	7 000	6 000	94	87		
			Gram	7,200	10 600	8,200	100	87		
			Other *rabi* cereals and pulses.	95,800	85 000	80,000	94	94		

District				Crop							
				Other *rabi* food-crops (not separately reported) *e g* potatoes yams melons and others.	1 800	1 000	1 800	90	87	partly to the dull weather which lasted for some days in January last	
				Total food-crops	139 600	131 100	119 300	94	93		
				Tobacco ...	10 800	10 000	9 000	94	87		
				Other *rabi* non food-crops (not separately reported), *e.g.*, spices, oats, &c	8 000	7 500	7,500	94	87		
				Total non-food-crops	18,800	17 500	16,500	94	87		
				GRAND TOTAL	157 800	148,600	129 700	94	91		
Sonthal Parganas		2,500,160	1,725 100	Barley	17 600	13,200	11 200	91	87	Ow ng to continued rain and cloudy weather there has been much damage caused to the *rabi* crop.	The ill-effects of the winter rains on the other *rabi* cereals and pulses have perhaps been overestimated
				Boro or summer rice	1 500	1 400	1 300	95	81		
				Gram	24,600	21,300	21,800	89	73		
				Other *rabi* cereals and pulses	70,000	68,300	70,000	81	65		
				Other *rabi* food crops (not separately reported) *e g* potatoes yams melons and others	2 000	2 000	2 000	100	100		
				Total food-crops	115 700	106 100	106 300	84	71		
				Tobacco ..	800	680	800	100	100		
				Other *rabi* non-food-crops (not separately reported) *e g*, spices, oats, &c	1 300	1,300	1,300	50	50		
				Total non-food-crops	2,100	1 900	2,100	66	69		
				GRAND TOTAL	117 800	108,000	108,400	84	71		

1	2	3	4	5	6	7	8	9	10	11
Division and District	Total area of district in acres.	Total area in district estimated to be under cultivation in acres	Names of *rabi* crops	Approximate normal area under each specified *rabi* crop in acres.	Approximate area last year under each specified *rabi* crop in acres (1899-1900)	Estimated area this year under each specified *rabi* crop in acres (1900-1901)	Taking 100 to represent the normal outturn how much represented the outturn last year (1899-1900)?	Taking 100 to represent the normal outturn how much will represent this year's outturn (1900-1901)?	Remarks by District Officers.	Remarks by the Director Department of Land Records and Agriculture Bengal
Orissa Divn. Cuttack ...	2,323,200	1,161,200	Barley	1,000	900	800	85	90	The low outturn is due to excessive rainfall at the sowing time which also retarded the growth of the seedlings.	
			Boro or summer rice	47,[illegible]	38,[illegible]	37,400	10[illegible]	94		
			Other *rabi* cereals and pulses	1[illegible]	[illegible]	1[illegible],400	[illegible]	[illegible]		
			Other *rabi* food-crops (not separately reported) e g potatoes, yams melons and others	3,300	3,000	3,[illegible]	[illegible]	45		
			Total food-crops	151,300	139,[illegible]	152,400	89	91		
			Tobacco	7,500	10,000	4,300	100	96		
			Other *rabi* non-food-crops (not separately reported), e.g., spices, oats, &c	2[illegible],800	30,300	25,400	100	100		
			Total non-food-crops	28,300	40,300	29,700	100	99		
			GRAND TOTAL ...	179,000	1[illegible]	182,100	91	94		
Balasore ...	1,315,475	857,100	*Boro* or summer rice	1,370	6[illegible]0	1[illegible]	95	97	The increase in the area under *boro* paddy is due to its having been planted wherever possible, owing to the loss of the *aghani* crops. The reduced outturn of *rabi* cereals and other non-food-crops is due to want of rain in the early part of the season, and heavy rain later on.	
			Other *rabi* cereals and pulses	22,000	19,3[illegible]0	19,400	96	72		
			Other *rabi* food-crops (not separately reported), e g potatoes, yams melons and others.	5,300	6,200	3,600	96	53		
			Total food-crops	28,540	26,100	37,500	93	62		

			Tobacco	100	100	100	75	75	
			Other *rabi* non food-crops (not separately reported) *e.g.*, spices, oats, &c.	1,200	2,800	2,700	86	88	
			Total non-food-crops	1 300	2 900	2 800	86	86	
			GRAND TOTAL ..	29 100	29 000	40 6.0	94	82	
Angul ...	1,075 840	200 000	Gram ..	100	200	200	50	50	Small outturn due to excessive rain at the time of sowing and want of rain at the time of growth.
			Other *rabi* cereals and pulses	47,900	24, 00	48,000	43	50	
			Other *rabi* food-crops (not separately reported) *e g* potatoes yams melons, and others	500	500	500	25	100	
			Total food-crops	48 500	24 700	48 700	43	50	
			Tobacco ..	1 000	200	1 000	50	100	
			Total non food-crops	1 000	200	1 000	50	100	
			GRAND TOTAL	49 500	24,900	49,700	43	51	
Puri	1,682,720	812,300	*Boro* or summer rice ..	6 500	9 400	7,300	68	100	The area sown with *dalua* (spring rice) this year is larger than usual, and the crop has been benefited by the winter rains The *birhi* was somewhat damaged in parts by the late rain in February The area under *rabi* is far greater than usual Much *mung* was sown in January and February that most recently sown was injured by the late rain in February The actual outturn of all *rabi* crops in total number of maunds will be above the normal. There was very little tobacco cultivation this year owing to high flood and excessive rain at the time of its sowing season
			Gram ..	5 500	6,500	6,400	65	80	
			Other *rabi* cereals and pulses	60 600	47 300	81,500	81	80	
			Other *rabi* food crops (not separately reported), *e g* potatoes, yams melons and others	1 00[illegible]	[illegible]	1 0[illegible]	50	100	
			Total food crops	[illegible]3,000	[illegible]7 400	96 200	[illegible]8	80	
			Tobacco	4,000	3,000	100	75	100	
			Other *rabi* non food-crops (not separately reported) *e g.*, spices, oats, &c	700	500	400	75	100	
			Total non food-crops ..	4 700	3,500	500	75	100	
			GRAND TOTAL ..	[illegible]7 [illegible]00	61,300	95 700	78	80	

1	2	3	4	5	6	7	8	9	10	11
Division and District	Total area of district in acres	Total area in district estimated to be under cultivation in acres	Names of *rabi* crops	Approximate normal area under each specified *rabi* crop in acres	Approximate area last year under each specified *rabi* crop in acres (1899-1900)	Estimated area this year under each specified *rabi* crop in acres (1900-1901)	Taking 100 to represent the normal outturn how much represented the outturn last year (1899-1900)?	Taking 100 to represent the normal outturn how much will represent this year's outturn (1900-1901)?	Remarks by District Officers.	Remarks by the Director, Department of Land Records and Agriculture, Bengal.
Chota Nagpur Divn.										
Hazaribagh	4,403,440	2,478 500	Barley	1 1 0 [illegible]	[illegible]	4 [illegible]	[illegible]	[illegible]		The D[illegible] [illegible] The reduction in area this year has probably been exaggerated.
			Gram	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
			Other *rabi* cereals and pulses	4 00[illegible]	[illegible] 110	11 [illegible]	[illegible]			
			Other *rabi* food crops (not separately reported) e.g. potatoes, yams, melons and others	8,000	2 900	6,800	75	59		
			Total food-crops ...	128 1[illegible]0	86,500	26,200	59	88		
			Tobacco ...	800	800	100	101	75		
			Opium (poppy) ...	5 000	4 900	7 400	87	83		
			Other *rabi* non food-crops (not separately reported), e.g. spices, oats, &c.	12,000	10 [illegible] 0	[illegible] 900	57	[illegible]		
			Total non-food crops	17 800	15,700	17,400	61	78		
			GRAND TOTAL	145,900	102,200	43 600	60	90		
Ranchi ...	4,[illegible]	2,856,300	Barley ...	400	900	400	1[illegible]	80	The *rabi* crops have been much injured by the unseasonable rainfall, hence the low estimate.	
			Boro or summer rice	3,000	1 000	3,000	10	75		
			Gram ...	900	100	2[illegible]0	10	8[illegible]		

			Other *rabi* cereals and pulses.	20,000	20,000	20,000	10	50		
			Other *rabi* food-crops (not separately reported), *e.g.*, potatoes, yams, melons and others.	600	200	600	20	75		
			Total food-crops ...	24,300	21,500	24,200	10	54		
			Other *rabi* non-food-crops (not separately reported), *e.g.*, spices, oats, &c.	200	100	200	10	50		
			Total non-food-crops ...	200	100	200	10	50		
			GRAND TOTAL ...	24,400	21 600	24 400	10	54		
Palamau ...	3,139,200	702,000	Barley	13,700	7,400	13,100	40	75	The low outturn this year is due to the recent excessive rainfall.	The effect of the recent rain has probably been exaggerated.
			Boro or summer rice	[illegible]	[illegible]	200	7	25		
			Gram ...	35 000	4 4[illegible]0	25 200	36	80		
			Other *rabi* cereals and pulses.	30,000	8 [illegible]	20,000	35	38		
			Other *rabi* food-crops (not separately reported), *e.g.*, potatoes, yams, melons and others.	1,000	500	900	50	50		
			Total food-crops ...	80 [illegible]0	16 [illegible]00	59,400	37	43		
			Opium (poppy) ...	700	600	700	25	86		
			Other *rabi* non-food-crops (not separately reported), *e.g.*, spices, oats, &c.	6,000	[illegible]	5,200	[illegible]	38		
			Total non-food-crops	6,700	1,200	5,900	30	40		
			GRAND TOTAL	86,900	17 300	65,300	37	48		

1	2	3	4	5	6	7	8	9	10	11
DIVISION AND DISTRICT	Total area of district in acres.	Total area in district estimated to be under cultivation in acres.	Names of *rabi* crops.	Approximate normal area under each specified *rabi* crop in acres.	Approximate area last year under each specified *rabi* crop in acres (1899-1900)	Estimated area this year under each specified *rabi* crop in acres (1900-1901)	Taking 100 to represent the normal outturn, how much represented the outturn last year (1899-1900)?	Taking 100 to represent the normal outturn, how much will represent this year's outturn (1900-1901)?	Remarks by District Officers.	Remarks by the Director, Department of Land Records and Agriculture, Bengal.
Manbhum ..	2,654,000	1,419,200	Barley	3 200	3 100	3,100	100	100		
			Boro or summer rice	100	100	100	100	100		
			Gram ..	2,600	2,500	2,500	100	90		
			Other *rabi* cereals and pulses.	55,000	54,000	54,000	100	100		
			Other *rabi* food-crops (not separately reported) e.g., potatoes, yams melons and others	200	300	300	100	100		
			Total food-crops ..	61 100	60,000	60 000	100	100		
			Tobacco	4,000	3,500	3 500	100	100		
			Other *rabi* non-food-crops (not separately reported), e.g., spices, oats, &c.	3 500	3,500	3,500	100	90		
			Total non-food-crops	7 500	7 000	7,000	100	95		
			GRAND TOTAL ...	68,600	67,000	67 000	100	99		
Singhbhum ...	2,481,000	786,700	Barley	800	300	600	45	75	The decrease in the outturn is due to excessive rainfall.	
			Boro or summer rice ...	300	200	300	100	85		
			Gram	5,000	4,700	5,000	80	45		
			Other *rabi* cereals and pulses.	34,000	21,360	34,000	61	46		

			Other *rabi* food-crops (not separately reported) e.g potatoes, yams, melons and others.	1,500	1,300	1,500	64	48
			Total food-crops	41 6[illegible]0	23,000	41 400	66	49
			Tobacco ...	1 000	1 000	1,000	59	59
			Other *rabi* non-food-crops (not separately reported) e.g spices, oats, &c	22,000	22,000	22,000	60	48
			Total non food-crops ..	23,000	23,000	23,000	60	48
			GRAND TOTAL ...	64,600	51,000	64,400	63	49
Bengal ..	[illegible]	87,253,900	Barley	1,389,700	1,448,300	1,377 800	89	87
			Boro or summer rice	484 200	475 900	47[illegible] 700	94	85
			Gram ..	1 685,900	1 602,300	973,800	86	66
			Other *rabi* cereals and pulses.	4,163,300	4,094,900	4,059,500	86	78
			Other *rabi* food-crops (not separately reported), e.g., potatoes, yams, melons and others.	780,700	772,800	747,900	91	87
			Total food-crops ..	7,889,300	7 734 300	7 647,300	88	79
			Tobacco	608 600	588,400	583 100	97	88
			Opium (poppy) ..	249 600	225 600	219 500	79	85
			Ganja	1 100	900	1 [illegible]	75	40
			Other *rabi* non food-crops (not separately reported), e.g spices, oats, &c.	744,700	714,900	596,[illegible]0	90	82
			Total non food-crops	1 604,000	1 527 800	1,400,600	91	84
			GRAND TOTAL ...	9,493,300	9,262,000	9,047,800	88	79

APPENDIX II.

Abstract Statement of Estimated Acreage and Outturn of the Summer rice Crop, 1900-1901

Province.	Acreage.							Outturn in Cwt						
	Of current year's crop.	Of previous year's crop.	Average of five preceding years (viz., 1893-94 to 1897-98.)	Average of six preceding years (viz., 1892-93 to 1897-98.)	Percentage by which column 2 exceeds (+) or falls short of (—) area in—			Estimated yield of current year, i.e., of area in column 2.	Yield of previous year, i.e., of area in column 3.	Average of five preceding years (viz., 1894-95 to 1898-99)	Average of six preceding years (viz., 1893-94 to 1898-99)	Percentage by which column 9 exceeds (+) or falls short of (—) outturn in—		
					Column 3.	Column 4.	Column 5					Column 10.	Column 11	Column 12
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Bengal	478,700	475,900	529,100	521,500	+0·59	—9·52	—8·21	3,091,960	3,256,600	3,112,400	3,025,300	—5·06	—0·66	+2·2

WEATHER AND CROP REPORT.

For the week ending the 8th April 1901

Burdwan.—No rain Weather hot Pressing of sugarcane almost over Harvesting of *rabi* continues Fodder and water sufficient. Common rice selling as follows —

	Srs	
Sadar	12	per rupee
Kalna	10$\frac{1}{16}$	
Katwa	12$\frac{5}{8}$	
Raniganj	12	

Birbhum.—No rain Weather hot Pressing of sugarcane over *Til* sowing finished Price of rice at Sadar 12 seers and at Rampur Hât 12 seers 2 chitaks per rupee Fodder sufficient

Bankura.—No rain Weather occasionally cloudy Pressing of sugarcane almost over *Til* being sown Water sufficient Fodder dear Sporadic cases of cow-pox reported Price of common rice at Bankura and Vishnupur 12$\frac{1}{2}$ seers per rupee

Midnapore.—No rain Sugarcane being planted Common rice sells as follows —

	Srs	
Sadar	13	per rupee
Contai	13	
Tamluk	11	
Ghatal	Return not received	

Hooghly.—No rain Weather seasonable Rain wanted for ploughing of fields Fodder and water sufficient Common rice sells at 10 seers 14 chitaks per rupee

Howrah.—No rain Weather hot Fodder and water sufficient Common rice sells at 10 seers per rupee

24-Parganas.—Rainfall nil Weather seasonable Transplantation of *boro* in Barasat subdivision going on Cattle-disease reported from Basirhat subdivision Fodder and water sufficient Common rice sells as follows —

	Srs.	
Sadar	10	per rupee
Barasat	10	
Basirhat	10	
Diamond Harbour	10$\frac{1}{2}$	

Nadia.—Rainfall at Kushtia 0 05 Weather seasonable Lands are being prepared for sowing *aus* paddy, but rain is urgently needed. Fodder and water sufficient except in Chuadanga Price of common rice stationary

Murshidabad.—Rainfall at Jangipur 0·06 Weather seasonable Harvesting of *rabi* crops still going on Prospects bad Cattle-disease reported from thanas Nowda and Hariharpara of Sadar subdivision Fodder and water sufficient Common rice sells as follows —

	Srs	
Sadar	12$\frac{1}{2}$	per rupee
Jangipur	13$\frac{1}{2}$	
Kandi	14	
Lalbagh	12$\frac{1}{2}$	

Jessore.—No report received from Narail. Rainfall at Magura 0 15 Weather seasonable Sugarcane being planted Rain is badly wanted for the ploughing of lands. Cattle-disease reported from Magura subdivision. Fodder and water sufficient. Common rice sells as follows.—

	Srs	ch	
Sadar	11	0	per rupee.
Jhenida	10	8	
Magura	10	8	
Narail	Report not received.		
Bangaon	12	5	

Khulna.—Rainfall at Sadar nil, Bagerhat 1 09, Satkhira 0·89 Weather hot. Sowing of early rice commenced. Prospect of *boro* fair. Fodder and water sufficient Common rice sells as follows —

	Srs	
Sadar	. 11½	per rupee.
Bagerhat	... 13	
Satkhira	... 9¼	

Rajshahi.—Rainfall at Sadar 0 10 Rain wanted Weather becoming hot. Prospects of crop fair Condition of cattle good. Fodder and water available Common rice averages 12¼ seers a rupee

Dinajpur. Rainfall nil Weather hot No cattle-disease Fodder and water plentiful Cultivation of *bhadoi* and jute commencing Rice 14 seers a rupee at Sadar.

Darjeeling —Rainfall at Darjeeling, 65, Kurseong nil, Siliguri 33, Kalimpong 1 38 Weather—sunshine and cloud alternating with occasional light rain *Hills* —wheat, barley, potatoes, *phapor*, progressing satisfactorily Common rice sells as follows —

	Srs	
Hills	9	per rupee
Terai	13	

Bhutta sells at Darjeeling 18 seers and at Kalimpong 20 seers per rupee

Jalpaiguri.—Rainfall 33 Weather seasonable. Harvesting of tobacco continues Fields are being prepared for *bhadoi* and jute Price of common rice steady Fodder and water sufficient

Rangpur.—Rainfall nil Weather seasonable Rain wanted Sowing of jute retarded Condition of *aus* good. Fodder and water sufficient. Common rice sells as follows —

	Srs	
Sadar . .	11	per rupee
Gaibanda .. .	11	
Kurigram	11	
Nilphamari	13	

Bogra —No rain Weather hot Ploughing for *aus* and jute still continues Rain much wanted Fodder and water sufficient Common rice sells at 11 seers per rupee

Pabna.—Rainfall at Sadar 0 03. Weather very hot Prospects of crops fair, but rain is much wanted Prices unchanged Fodder and water sufficient

Dacca.—Rainfall at Sadar 37, Manikganj 34, Munshiganj 11, Naraingani 19 Weather seasonable Prospects of crops fair More rain wanted. Fodder available. Cattle-disease reported from Manikganj subdivision Common rice 10 seers per rupee

Mymensingh —Rainfall at Kishoreganj 0 12, Netrakona 0·22, Tangail 0 41. Weather seasonable. Prospects of standing crops fair, but more rain wanted for *aus* and jute cultivation Common rice sells as follows .—

	Srs.	
Sadar	9	per rupee.
Jamalpur	8⅞	
Kishoreganj	9 5/16	
Tangail	9¾	
Netrakona	8½	

Faridpur.—Rainfall at Sadar 1 09, Madaripur 1 82 Weather seasonable. State and prospects of crops improved with rain. Common rice sells at 11 seers per rupee.

Backergunge —Rainfall at Sadar 0 45 Weather seasonable. Prospects of crops good Fodder and water sufficient No cattle-disease reported Common rice (*aman*) sells at 11 seers per rupee

Tippera.—Rainfall at Chandpur 79, Brahmanbaria 4 Weather seasonable, but more rain is wanted for paddy and jute cultivation. Cattle-disease continues. Fodder available Drinking water becoming scarce in places Common rice sells at 10 seers 10 chitaks per rupee

Noakhali.—Rainfall at Sadar ·90, Feni ·48. Sowing of *aus* continues. Crops suffering from want of rain in the part Cattle-disease reported from Begamganj and Senbag, Fodder and water sufficient. Price of common rice at Sadar 10½ seers and at Feni 12 seers per rupee.

Chittagong.—No rain Water and fodder becoming scarce Common rice sells at 12½ seers per rupee.

Patna.—Harvesting of *rabi*, lancing of poppy and planting of sugarcane almost finished Threshing of *rabi* is in progress No cattle disease Fodder and water for cattle sufficient Price of common rice in Patna is 15 seers a rupee

Gaya.—Rainfall nil *Rabi* being harvested Common rice selling at 11¾ seers per rupee.

Shahabad.—No rain Weather seasonable Harvesting of *rabi* and pressing of sugarcane in progress Fodder and water sufficient Rice 11 seers a rupee at Sadar

Saran—Rainfall nil Weather seasonable Threshing of *rabi* going on Pressing of sugarcane approaching completion Dropping of *mahua* commenced *China* being sown Common rice sells at 13 seers 2 chitaks and maize at 21¼ seers per rupee

Champaran.—Rainfall nil Weather seasonable Harvesting of *rabi* continues Fields being prepared for *bhadoi* crops Prospects good Fodder and water sufficient Prices of common rice and maize at Sadar are 14½ and 23 seers respectively

Muzaffarpur.—Rainfall nil Harvesting of *rabi* crops going on Prospects good Prices are—Common rice 13 seers, wheat 10 seers, barley 21 seers, maize 23 seers, gram 13 seers, *arhar* 15 seers a rupee.

Darbhanga—Rainfall nil Harvesting of *rabi* in progress No cattle-disease reported Fodder and water sufficient Common rice sells as follows —

	Srs	ch	
Sadar	15	6	per rupee
Samastipur	15	0	
Madhubani . .	14	15	

Monghyr.—No rain Weather seasonable Harvesting of *rabi* nearly finished Plantation of sugarcane going on Cattle-disease reported from Ballia in Bogusarai subdivision Common rice sells as follows —

	Srs	
Sadar	Report not received	
Begusarai	13	per rupee
Jamui . .	12	

Bhagalpur.—Rainfall nil *Rabi* is still being harvested Lands are being prepared for *bhadoi* No cattle-diseases Fodder and water sufficient Prices stationary.

Purnea.—No rain Weather seasonable Harvesting of *rabi* crops going on. *Bhadoi* sowings have commenced No cattle disease Fodder and water sufficient Common rice sells as follows —

	Srs.	
Sadar	13	per rupee
Kishanganj ...	13	
Araria	14	

Malda.—Rainfall nil Weather hot Gathering of gram and other *rabi* crops not yet finished. Prospects of *boro* good *Bhadoi* paddy is being sown No cattle disease. Price of rice stationary Fodder and water sufficient

Sonthal Parganas.—Rainfall 0 08. Weather hot Fodder and water-supply sufficient. Cattle-disease reported from Godda Average price of rice 13 seers 12 chitaks and that of maize 20 seers per rupee

Cuttack.—Rainfall at Sadar 19, Jajpur 70, Banki 04 Weather seasonable. *Dalua*, tobacco and *rabi* being harvested. *Achhua*, cotton and sugarcane growing Condition of cattle generally good Fodder and water available Common rice sells as follows:—

	Srs	Ch.	
Sadar	14	8	per rupee.
Jajpur	15	12	
Kendrapara	15	12	
Banki	14	14	

Balasore.—Rainfall nil Harvesting of *rabi* continues. Sugarcane pressing in progress and places sown Ploughing continues Rice sells at 15¾, 13¼ and 17 seers per rupee in interior, Balasore, and Bhadrak, respectively Fodder and water sufficient

Angul.—Rainfall at Angul 0 60, Khondmals nil Weather hot and cloudy Plantation of sugarcane and harvesting of castor going on Common rice sells at 20 and 10 seers per rupee in Angul and Khondmals respectively. Fodder and water sufficient.

Puri.—Rainfall nil. Ploughing continues *Dalua* ripening *Mung* and other miscellaneous crops doing well. No cattle-disease Fodder and water sufficient Price of rice stationary

Hazaribagh.—Rainfall at Sadar nil, Giridih 27 Weather seasonable Prospects of *mahua* favourable Fodder and water sufficient. Common rice sells at Sadar 13 and at Giridih 12½ seers per rupee

Ranchi.—Rainfall nil Weather seasonable Ploughing continues Average price of common rice is 15½ seers per rupee No cattle-disease reported Fodder and water sufficient

Palamau.—Rainfall at Sadar Station 0 23 Weather seasonable Fodder and water sufficient Dropping of *mahua* commenced Prices are—Rice 11 seers 4 chitaks, *makai* 12 seers 15 chitaks a rupee at Sadar

Manbhum.—Rainfall nil Weather seasonable Prospects of crops on ground good Fodder and water sufficient Cattle disease not reported Average price of common rice at Sadar 13 seers 4 chitaks and at Gobindapur 12 seers per rupee Supply sufficient.

Singhbhum.—Rainfall 10 Average price of rice in the district is 14 seers 9 chitaks, at Chaibassa 14 seers.

General Summary.—Rain fell in small quantities in some of the districts of Bengal Proper and also in the Sonthal Parganas, Cuttack, Angul and Singhbhum. More rain is wanted for the cultivation of lands for early rice and jute Harvesting of *rabi* is almost over and threshing has commenced Sugarcane—pressing is nearly finished, and the planting of fresh shoots of sugarcane is going on in some districts Fodder and water sufficient except in Bankura, Chittagong and in the Chuadanga subdivision of the Nadia district Cattle-disease reported from seven districts The price of common rice has risen in 17 districts, fallen in 9, and is stationary in the rest

By order of the Lieutenant-Governor of Bengal,

F A. SLACKE,

Secretary to the Govt. of Bengal.

REVENUE DEPARTMENT,

The 9th April 1901.

PRICES-CURRENT (*RETAIL*) OF FOOD-GRAINS AND SALT

IN THE

HEAD-QUARTERS STATION BAZARS OF THE DISTRICTS OF BENGAL
DURING THE FORTNIGHT ENDING THE 31ST MARCH 1901.

PRICES-CURRENT (retail) of Food-grains and Salt in the Head-

Division	Number	Districts	Wheat: Present return	Wheat: Next preceding return	Wheat: Corresponding return of last year	Barley: Present return	Barley: Next preceding return	Barley: Corresponding return of last year	Rice, common: Present return	Rice, common: Next preceding return	Rice, common: Corresponding return of last year	Jowar or Cholum (*Sorghum Vulgare*): Present return	Jowar or Cholum: Next preceding return	Jowar or Cholum: Corresponding return of last year
			QUANTITIES PER RUPEE IN											
		BENGAL	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch
Burdwan Division	1	Burdwan	12 8	12 8	13 5				12 0	12 0	15 0			
	2	Birbhum	12 0	12 0	12 0				12 0	12 12	13 8			
	3	Bankura	11 0	10 0	11 1				12 8	12 8	15 0			
	4	Mi inapore	9 0	9 0	10 0				13 8	13 8	13 8			
	5	Hooghly	10 0	10 0	11 8				10 0	9 8	12 0			
	6	Howrah							10 0	10 8	14 0			
Presidency Division	7	24 Parganas							10 0	10 8	13 0			
	8	Calcutta	8 0	9 10	10 [illegible]	17 12	16 0	14 8	9 10	9 10	12 4	17 12	17 12	
	9	Nadia	11 10	12 5	14 9	16 0			11 7	11 7	13 0			
	10	Murshidaba l	12 8	12 8	14 [illegible]	20 0	20 0	23 0	12 12	12 12	14 8			
	11	Jesso re	8 0	8 0	10 0	10 0	10 0	12 0	11 8	12 8	16 0			
	12	Khulna							11 0	11 0	16 0			
Rajshahi Division	13	Rajshahi	13 8	14 4	14 4	20 10	24 0	22 8	11 1	12 0	15 0			
	14	Dinajpur	10 12	9 12	9 9½			12 8*	13 0	13 6	18 0			
	15	Jalpaiguri	8 0	8 0	10 0				12 8	12 6	15 0			
	16	Darjeeling	7 0	7 0	7 0	8 0	8 0	8 0	11 0	11 0	12 0			
	17	Rangpur	10 1	9 0	9 8				10 1	10 1	11 0			..
	18	Bogra	9 12	9 15	10 14				10 8	12 0	17 [illegible]			
	19	Pabna	13 8	13 8	15 12	20 0	22 8	34 0	10 8	12 0	11 4			
Dacca Division	20	Dacca	10 8	10 0	10 8	16 0	16 0	16 0	11 0	10 8	14 3			
	21	Mymensingh	9 0	9 0	10 0	11 0	11 0		9 8	9 8	16 0			
	22	Faridpur ..	11 0	10 0	16 0	20 0	12 0	32 0	11 8	11 [illegible]	13 8			
	23	Backergunge							10 8	10 6	15 0		..	

A In the subdivisions the retail prices of salt per rupee are —Kalna 10 seers 10 chitaks (panga) and 12 seers (karkatch), Katwa 11 seers 12 chitaks (karkatch), Raniganj 10 seers 8 chitaks (panga)
B At Rampur Hat the retail price of salt is 11 seers per rupee
C At Vishnupur the retail price of salt is 9¼ seers per rupee
D In the subdivisions the retail prices of salt per rupee are —Contai 10 seers, Tamluk 10½ seers, Ghatal 11 seers
E In the subdivisions the retail prices of salt per rupee are —Serampore return not received, Arambagh 10 seers 11 chitaks
F At Uluberia the retail price of salt is 10 seers 10¾ chitaks per rupee
G In the marts in the interior of the district the retail prices of salt per rupee are —Chetla 10 seers 10 chitaks, Barasat 11 seers, Baduria 10 seers 12 chitaks, Mor ghat 9 seers 2 chitaks
H In the subdivisions the retail prices of salt per rupee are —Kushtia 10 seers (panga), Chuadanga 10 seers (panga), Meherpur 10 seers (karkatch), Ranaghat 11¼ seers (crushed).
I In the subdivisions the retail prices of salt per rupee are —Lalbagh 10¾ seers, Kandi 10½ seers, Jangipur 11 seers
J In the subdivisions the retail prices of salt per rupee are :—Jhenida 10 seers, Magura 9¾ seers, Narail 10 seers Bangaon 10 seers 10 chitaks.

quarters Station Bazars of the Districts of Bengal on the 31st March 1901.

Indian-corn or Maize (*Zea mays*)			Arhar or Thur, Cadjan Pea. (*Cajanus Indicus*)			Salt			Wholesale prices per maund of 40 seers — Salt			Districts	Number	
Present return.	Next preceding return.	Corresponding return of last year	Present return	Next preceding return	Corresponding return of last year	Present return	Next preceding return	Corresponding return of last year	Present return	Next preceding return	Corresponding return of last year			
S. Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	Rs A P	Rs A P	Rs A P	BENGAL		
			7 8	7 8	15 12	A 10 0	10 0	11 14	Crushed 3 12 0	3 12 0	3 6 0	Burdwan	1	Burdwan Division
			8 0	8 0	9 0	B 10 8	10 8	10 8	3 10 6	3 10 6	3 10 6	Birbhum	2	Burdwan Division
	...		12 4	9 0	11 4	C 11 4	10 8	10 0	Panga. 3 11 0	3 12 0	4 0 0	Bankura	3	Burdwan Division
...			8 0	8 0	10 0	D 10 8	10 8	11 0	3 10 0	3 10 0	3 8 0	Midnapore	4	Burdwan Division
			7 8	7 8	8 0	E 10 0	10 0	10 0	3 12 0	3 12 0	3 12 0	Hooghly	5	Burdwan Division
			7 0	7 4	10 0	F 10 8	10 8	10 10	3 10 0	3 8 0	3 8 0	Howrah	6	Burdwan Division
			7 8	7 8	11 0	G 10 11	10 10	10 12	Panga 3 8 0	3 9 0	3 6 0	24 Parganas	7	Presidency Division
17 12	20 0		8 0	7 10	10 0	11 0	11 0	11 0	Panga 3 6 0	3 6 0	3 5 0	Calcutta	8	Presidency Division
			8 0	8 14	10 10	H 11 10	11 10	12 1	3 7 0	3 7 0	3 5 0	Nadia.	9	Presidency Division
			8 0	8 0	12 0	I 10 8	10 8	11 8	Karkatch 3 6 0	3 6 0	3 6 0	Murshidabad	10	Presidency Division
			10 0	11 8	18 0	J 9 8	9 8	10 0	Panga 3 14 0	3 14 0	3 12 0	Jessore	11	Presidency Division
...			8 0	9 0	0 0	K 10 0	10 0	10 0	3 12 0	3 12 0	3 12 0	Khulna	12	Presidency Division
			12 0	15 0	18 0	L 9 12	9 12	9 12	Panga 3 13 4	3 12 0	3 13 4	Rajshahi	13	Rajshahi Division
			12 0	13 0	9 9½	M 10 0	10 12	10 0	4 0 0	3 11 0	4 0 0	Dinajpur	14	Rajshahi Division
			9 0	9 0	10 0	N 10 0	10 0	10 0	Panga. 3 13 0	3 13 0	3 11 0	Jalpaiguri.	15	Rajshahi Division
19 0	20 0	14 0	6 8	6 8	6 8	O 8 8 8 8	8 8 8 8	8 8 8 8	Rora 4 8 0 Panga. 4 9 0	4 9 0 4 9 0	4 12 0 4 12 0	Darjeeling	16	Rajshahi Division
12 8	12 8		7 0	7 0	8 8	P 8 0	8 0	9 0	Panga. 4 0 0	4 0 0	4 0 0	Rangpur	17	Rajshahi Division
			12 0	12 0	12 0	9 12	9 12	10 8	Panga 4 2 8	4 2 8	3 12 0	Bogra	18	Rajshahi Division
			8 4	8 4	9 12	Q 9 12	[illegible] 1	9 12	Panga 3 13 0	3 13 0	3 11 0	Pabna	19	Rajshahi Division
...			8 0	8 0	9 2	R 10 0	10 0	10 0	Panga 3 12 0	3 12 0	3 8	Dacca	20	Dacca Division
	...		8 0	8 0	8 0	S 11 8	11 8	9 8	Panga 3 13 0	3 13 0	4 0 0	Mymensingh	21	Dacca Division
...		...	10 0	10 0	8 0	T 10 0	10 0	10 0	Panga 3 12 0	3 12 0	4 0 0	Faridpur	22	Dacca Division
	...					U 10 0	10 0	10 0	Panga 3 10 0	3 10 0	3 10 0	Backergunge	23	Dacca Division

K In the subdivisions the retail prices of salt per rupee are —Bagerhat 9 seers, Satkhira 11 seers
L In the subdivisions the retail prices of salt per rupee are —Nator 10½ seers, Naugaon 9 seers 10 chitaks
M. No report from subdivision.
N In the Alipur Duars the retail price of salt per rupee is 8 seers.
O The retail prices of salt (panga) at Kurseong and Siliguri are 8 and 10 seers per rupee respectively
P In the subdivisions the retail prices of salt per rupee are —Gaibanda 10 seers, Kurigram return not received Nilphamari 10 seers
Q. At Sirajganj the retail price of salt is 10½ seers per rupee.
R. In the marts in the interior of the district the retail prices of salt per rupee are —Madanganj 10 seers, Manikganj 9 seers, Mirkadim 10 seers 10 chitaks
S. In the subdivisions the retail prices of salt per rupee are:—Kishoreganj 8 seers 14 chitaks, Jamalpur 9 seers 6 chitaks, Tangail (Kagmari) 8 seers, Netrokona 9 seers.
T In the subdivisions the retail prices of salt per rupee are —Goalundo 10 seers, Madaripur 10½ seers (crushed).
U In the subdivisions the retail prices of salt per rupee are —Pirojpur 10 seers, Patuakhali 9 seers, Bhola 9 seers.

PRICES-CURRENT (retail) of Food-grains and Salt in the Head-quarters

Number	DISTRICTS	QUANTITIES PER RUPEE IN											
		WHEAT			BARLEY			RICE, COMMON			JOWAR OR CHOLUM (*Sorghum Vulgare*)		
		Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year.
BENGAL—*concluded*		S Ch	S. Ch	S Ch	S. Ch	S. Ch.	S Ch	S. Ch	S Ch	S. Ch	S. Ch	S Ch.	S Ch.
CHITTAGONG DIVISION													
24	Tippera		..				...	10 0	10 0	15 0	c		
25	Noakhali							11 8	11 0	16 0			
26	Chittagong							13 0	11 6	15 0			
BIHAR													
PATNA DIVISION													
27	Patna	11 0	11 0	15 8	22 0	24 0	20 0	14 8	14 8	15 12	18 0	18 0	
28	Gaya	10 0	10 0	12 8	20 8	21 4	21 0	11 0	11 8	13 8	15 0	15 8	12 0
29	Shahabad	9 0	7 8	12 0	16 0	14 0	17 0	10 8	10 8	12 0			
30	Saran	11 0	9 0	12 12	25 0	25 0	18 0	13 0	14 0	13 0			
31	Champaran	9 8	10 0	11 12	28 0	19 0	22 0	14 8	14 8	12 0			
32	Muzaffarpur	10 0	8 0	11 8	21 0	20 0	17 8	13 0	13 0	13 2			
33	Darbhanga	11 0	11 0	13 8	27 8	22 0	17 9	15 6	15 6	14 8			
BHAGALPUR DIVISION													
34	Monghyr	13 10	11 8	15 0	18 6	21 0	..	11 13	12 9	12 4			
35	Bhagalpur	11 6	9 2	13 4	20 4	22 8	19 0	13 14	13 12	13 14			
36	Purnea	14 0	14 0	14 0			.	14 0	14 0	15 0			..
37	Malda	10 0	11 0			..	.	13 0	13 0	16 0			..
38	Sonthal Parganas.	8 0	9 0	10 0	14 0	14 0	15 0	14 0	14 0	14 0			
ORISSA													
ORISSA DIVISION													
39	Cuttack	9 13	9 3	11 13		.		14 1	13 12	14 7		..	...
40	Balasore	14 0	12 0	12 0	11 0	11 0	13 0	13 8	13 8	14 0		..	..
41	Puri	9 5	7 14	9 12				14 7	Old 11 13 New 12 7	14 7	...	.	..
CHOTA NAGPUR													
CHOTA NAGPUR DIVISION													
42	Hazaribagh	8 0	8 0	11 0	16 0	14 0	16 0	13 0	12 8	12 0	.	.	.
43	Ranchi	6 4 to 10 0	6 4 to 8 0	7 4 to 10 8	12 0	12 0	11 0	14 8	14 0	9 12		...	
44	Palamau	9 0	7 14	9 9	20 13	15 12	16 14	11 4	10 2	11 4		..	
45	Manbhum	10 0	9 4	11 0	22 0	20 0	24 0	13 0	13 0	14 0	..	..	20 0
46	Singhbhum	8 0	8 0	12 0				15 0	15 0	12 0		...	

v In the subdivisions the retail prices of salt per rupee are —Chandpur 9 seers, Brahmanbaria 10 seers.
w At Feni Hât the retail price of salt is 9 seers per rupee.
x At Cox's Bazar the retail price of salt is 8½ seers per rupee
y In the subdivisions the retail prices of salt per rupee are —Barh 10¾ seers, Dinapore return not received, Bihar 9½ seers.
z In the subdivisions the retail prices of salt per rupee are —Jahanabad return not received, Nawada 10 seers, Aurangabad return not received
a In the subdivisions the retail prices of salt per rupee are —Buxar 10½ seers, Bhabua 9¾ seers, Sasaram 10½ seers
b In the subdivisions the retail prices of salt per rupee are —Siwan 11 seers 13 chitaks, Gopalganj (Mirganj) 11 seers 12 chitaks
c At Bettiah the retail price of salt is 10 seers per rupee
d In the subdivisions the retail prices of salt per rupee are —Hajipur 10 seers 4 chitaks, Sitamarhi 11¼ seers.
e In the subdivisions the retail prices of salt per rupee are —Samastipur 10 seers, Madhubani 10 seers 11 chitaks.

CALCUTTA,
The 9th April 1901.

Station Bazars of the Districts of Bengal on the 31st March 1901—(concluded).

Indian-corn or Maize (Zea mays) — Present return.	Next preceding return.	Corresponding return of last year	Arhar or Thur, Cadjan Pea (Cajanus indicus) — Present return.	Next preceding return.	Corresponding return of last year	Salt — Present return	Next preceding return.	Corresponding return of last year	Wholesale prices per maund of 40 seers. Salt — Present return.	Next preceding return	Corresponding return of last year	Districts	Number.	
S. Ch	S. Ch	S Ch	S. Ch.	S Ch	S Ch	S Ch	S. Ch	S Ch	Rs A P	Rs A P	Rs A P	BENGAL—concluded.		
						10 0 [V]	10 0	10 0	3 12 0	3 14 0	3 12 0	Tippera.	24	Chittagong Division.
						9 0 [W]	9 0	10 0	Panga. 4 8 0	4 8 0	4 0 0	Noakhali.	25	
			7 8	8 0	8 0	9 0	10 5	10 4	Panga 4 0 0	3 14 0	3 10 0	Chittagong	26	
												BIHAR.		
23 0	23 0		10 0	9 0	14 0	10 4 [Y]	10 4	11 0	Panga 3 10 0	3 10 6	3 7 0	Patna	27	Patna Division.
19 8	17 0		8 8	8 8	10 0	10 8 [Z]	10 10	11 0	3 13 0	3 12 0	3 10 0	Gaya.	28	
18 0	..		8 0	7 0	12 0	9 8 [a]	10 0	11 0	4 3 3	4 0 0	3 10 3	Shahabad	29	
22 0	21 0	15 4	Old 7 0, New 10 0	7 0	11 8	10 0 [b]	10 0	10 8	4 0 0	4 0 0	3 12 9	Saran	30	
23 0	23 0	15 8	8 4	7 12	11 8	10 0 [c]	10 0	10 8	4 0 0	4 0 0	3 13 0	Champaran.	31	
23 0	22 8	14 8	8 8	7 0	11 8	10 0 [d]	10 0	11 4	Panga 3 9 0	3 9 0	3 9 0	Muzaffarpur	32	
23 1	23 1	16 8	6 10	7 11	12 9	11 0 [e]	11 0	11 8	3 8 0	3 8 0	3 8 0	Darbhanga	33	
22 0	20 0		13 0	12 8	10 0	10 8 [f]	10 8	10 10	3 8 6	3 8 6	3 7 0	Monghyr	34	Bhagalpur Division.
17 12	16 4	17 12	8 4	7 14	11 6	10 0 [g]	10 0	10 0	Panga 3 12 0	3 12 0	3 10 0	Bhagalpur.	35	
	..		6 6	8 0	10 0	10 8 [h]	10 8	10 8	Panga 3 12 0	3 12 0	3 12 0	Purnea	36	
		..	10 0	9 0	7 0	10 0 [i] 9 8	10 0 10 0	10 0 10 0	Panga 3 14 0 Karkatch 4 0 0	3 14 0 3 14 0	3 14 0 3 14 0	Malda.	37	
17 0	16 0	15 0	13 0	14 0	14 0	10 0 [j]	10 0	10 0	Crushed 3 12 0	3 12 0	3 12 0	Sonthal Parganas.	38	
												ORISSA		
			12 7	12 7	15 12	13 0 [k]	13 0	11 0	Karkatch. 3 0 0	3 0 0	2 14 6	Cuttack	39	Orissa Division.
...	.		6 6	6 8	8 4	10 8 [l]	10 8	11 4	Panga 3 12 0	3 11 6	3 8 0	Balasore.	40	
		...	7 3	7 3	10 4	13 8 [m]	13 4	13 4	Karkatch. 2 15 0	3 0 0	3 0 0	Puri	41	
												CHOTA NAGPUR		
18 0	18 0	13 8	6 12	7 0	9 0	9 0	9 0	9 0	Panga. 4 5 0	4 8 0	4 2 0	Hazaribagh.	42	Chota Nagpur Division.
20 0	20 0		7 0 to 8 0	8 0	8 0	9 8	9 8	9 0	Panga 4 1 0	4 1 0	4 6 0	Ranchi.	43	
14 10	12 6	12 6	12 6	12 6	13 8	9 0	9 9	9 0				Palamau.	44	
20 0	18 0	16 0	8 8	8 8	10 0	10 0 [n]	10 0	10 0	3 12 6	3 13 0	3 11 0	Manbhum	45	
		18 0	8 0	8 0	10 0	9 0	9 0	10 0	3 8 0	3 8 0	4 0 0	Singhbhum	46	

f. In the subdivisions the retail prices of salt per rupee are —Begusarai 10½ seers, Jamui 10½ seers.
g. In the subdivisions the retail prices of salt per rupee are —Banka 10 seers, Madhipura return not received, Supaul 10 seers.
h. In the subdivisions the retail prices of salt per rupee are —Kishanganj and Araria 9 seers
i. At Balia Nawabganj the retail price of salt (panga and karkatch) is 10 seers per rupee
j. In the subdivisions the retail prices of salt per rupee are —Deoghur 10½ seers (panga), Godda 10 seers (crushed Jamtara 11 seers (crushed), Pakaur 11 seers (karkatch), Rajmahal 11 seers (karkatch).
k. In the subdivisions the retail prices of salt per rupee are — Jajpur 10 seers (panga); Kendrapara 10 seers (panga)
l. At Bhadrak the retail price of salt is 10½ seers per rupee.
m. At Khurda the retail price of salt is 13 seers per rupee.
n. Gobindpur return not received.

Published for general information.

F. A. SLACKE,
Secretary to the Govt. of Bengal.

PRICES-CURRENT (wholesale) of Food-grains, Firewood, &c.,

Number	Marts	Rice (best sort).			Common rice (mota chaul).			Wheat (Triticum sativum).			Barley (Hordeum vulgare).		
		Present return	Next preceding return	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year
1	2	3	4	5	6	7	8	9	10	11	12	13	14
		Rs A P	Rs. A P	Rs A P	Rs. A P	Rs. A P	Rs A. P	Rs. A P	Rs. A P	Rs A. P	Rs. A. P	Rs A. P	Rs. A P.
1	Calcutta	5 0 0	5 0 0	4 12 0	4 0 0	4 0 0	3 0 0	4 12 0	4 0 0	3 12 0	2 0 0	2 4 0	2 8 0
2	Burdwan	4 0 0	4 0 0	3 0 0	3 5 0	3 5 0	2 10 6				...	...	...
3	Midnapore	4 0 0	4 0 0	3 8 0	2 12 0	2 12 0	2 14 0		..				..
4	Pabna ..	6 10 0	6 8 0	6 0 6	3 12 6	3 5 3	2 13 0	2 15 6	2 15 6	2 9 6	...	...	...
5	Rangpur	5 12 0	5 12 0	5 0 0	3 12 0	3 12 0	2 8 0	3 12 0	4 0 0	3 12 0	..	..	..
6	Dacca	4 4 0	4 8 0	3 5 0	3 8 0	3 14 0	2 10 0	3 6 0	3 14 0	3 8 0	2 8 0	2 8 0	2 0 0
7	Chittagong				3 2 0	3 8 0	2 12 0			.		...	
8	Patna ..	3 14 0	3 14 0	3 4 0	2 11 0	2 11 0	2 8 0	3 9 0	3 9 0	2 8 0	1 12 0	1 10 0	1 15 0
9	Muzaffarpur	4 7 0	4 7 0	5 5 0	2 13 9	2 13 9	2 15 3	3 10 0	4 7 0	3 5 3	1 13 0	1 14 6	2 3 6
10	Bhagalpur ..	3 7 6	3 5 6	3 2 6	2 13 0	2 13 9	2 14 6	3 6 0	4 6 0	3 0 3	1 14 6	1 12 0	2 1 9
11	Cuttack	4 2 0	3 12 0	3 6 9	2 10 0	2 12 0	2 8 6	3 12 0	4 2 0	3 11 6			.
12	Ranchi ..	3 7 7	3 5 3 to 5 0 0	5 0 0	2 12 0	2 13 6	4 2 0	4 0 0 to 6 6 4	5 0 0 to 6 6 4	3 13 0 to 5 8 3	3 [illegible] 3	3 5 3	3 10 0

CALCUTTA,
The 9th April 1901.

IRRIGATION DEPARTMENT, BENGAL.

Abstract Statement showing Tollage on Canals in Bengal classed as Minor Works and Navigation for the month of February 1901, as compared with that of the corresponding month of the previous year.

CANALS.	TOLLAGE, 1900-1901						TOLLAGE, 1899 1900					
	During the month			To end of the month *			During the month			To end of the month.		
1	2			3			4			5		
	Rs.	A.	P	Rs	A	P	Rs.	A	P	Rs.	A.	P.
Calcutta and Eastern Canals ...	37,471	12	6	2,90,671	1	3	39,876	12	9	3,06,219	9	0
Tolly's Nala	7,611	3	6	77,433	9	6	10,202	15	0	83,889	12	9
Total	45,083	0	0	3,68,104	10	9	50,079	11	9	3,90,109	5	9
Orissa Coast Canal	5,599	7	3	44,002	9	0	4,604	14	6	39,728	13	0
Nadia Rivers ..	3,992	10	6	97,466	11	0	5,670	7	6	1,03,970	7	0
GRAND TOTAL	54,675	1	9	5,09,573	14	9	60,355	1	9	5,33,808	9	9

CALCUTTA,
The 9th April 1901

MADHU SUDAN SEN GUPTA,
Offg. Under-Secy to the Govt. of Bengal.

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT.

Approximate Return of Traffic on the Circular and Eastern Canals for the week ending Saturday, the 30th March 1901, as compared with the corresponding week of the previous year

NATURE OF CARGO.	WEEK ENDING SATURDAY, THE 30TH MARCH 1901			WEEK ENDING SATURDAY, THE 31ST MARCH 1900		
	Number of boats.	Weight of cargo	Tollage.	Number of boats.	Weight of cargo	Tollage.
		Mds	Rs		Mds	Rs
Rice and paddy ..	284	59 825	741	852	2,75,900	4,572
Jute	41	24 774*	250	16	14,375	140
Firewood ..	63	41 000	605	31	26,175	388
Other articles	666	1,65,528	2,095	725	2,16,920	2,875
Total	1,055	2,85,127	3,696	1,624	5,33,370	7,975

* Weight by canal measurement, 25,413½ maunds.

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT

Approximate Return of Traffic on the Circular and Eastern Canals for the week ending Saturday, the 6th April 1901, as compared with the corresponding week of the previous year.

NATURE OF CARGO	WEEK ENDING SATURDAY THE 6TH APRIL 1901			WEEK ENDING SATURDAY THE 7TH APRIL 1900.		
	Number of boats.	Weight of cargo.	Tollage	Number of boats.	Weight of cargo	Tollage.
		Mds	Rs		Mds	Rs
Rice and paddy	395	90,925	1,149	599	1,89,035	3,207
Jute	21	9 500*	104	7	5,550	47
Firewood	56	51,700	770	47	45,200	681
Other articles ..	663	1,51,400	1,899	621	1,61,745	2,267
Total ...	1,135	3,03,525	3,922	1,274	4,01,520	6,202

* Weight by canal measurement, 10,587½ maunds.

IRRIGATION DEPARTMENT, BENGAL.

Abstract statement showing Tollage on Canals in Bengal classed as Major Works for the month of February 1901, as compared with that of the corresponding month of the previous year.

CANALS	TOLLAGE, 1900-1901						TOLLAGE, 1899-1900.					
	During the month			To end of the month			During the month			To end of the month.		
1	2			3			4			5		
Orissa Circle.	Rs.	A.	P.	Rs	A.	P.	Rs.	A.	P	Rs.	A	P.
Taldanda Canal System	1,754	0	6	18,947	7	10	1,710	13	2	11,214	10	8
Kendrapara ditto	6,129	2	11	44,410	14	2	7,443	2	10	60,787	13	2
High Level, Range I	1,638	6	4	11,083	6	7	1,751	14	0	12,570	4	3
Ditto, " II	346	5	3	2,608	7	3	388	7	0	2,810	10	9
Ditto, " III	62	3	9	635	4	9	98	14	3	1,129	5	0
Jajpur Canal	49	2	3	367	5	0	55	4	3	386	6	0
Total Orissa Circle ..	9,979	5	0	78,052	13	7	11,448	7	6	88,899	1	10
South-Western Circle												
Midnapore Canal	10,874	7	0	88,129	2	0	4,646	9	0	82,795	4	6
Hijili Tidal Canal	3,353	8	3	40 268	5	3	4,046	12	3	45 703	14	0
Total South-Western Circle .	14,227	15	3	1,28,397	7	3	8,693	5	3	1,28,499	2	6
Sone Circle												
Patna Canal System .	1,512	14	6	12,945	6	11	2,501	5	6	39,652	9	3
Arrah ditto ..	764	4	9	12,135	3	0	1,858	2	0	25,625	3	9
Buxar ditto ..	177	2	3	8,115	13	0	1,431	7	3	14,868	5	6
Total Sone Circle	2,454	5	6	38,196	6	11	5,790	14	9	80,146	2	6
GRAND TOTAL ...	26,661	9	9	2,39,646	11	9	25,932	11	6	2,97,544	6	10

Government Transport Service

CANAL.	TOLLAGE 1900 1901						TOLLAGE 1899 1900.					
	During the month			To end of the month			During the month			To end of the month.		
	Passengers.	Goods.	Total receipts	Passengers.	Goods.	Total receipts.	Passengers.	Goods.	Total receipts	Passengers.	Goods.	Total receipts.
1	2	3	4	5	6	7	8	9	10	11	12	13
Orissa Circle	No	Mds	Rs. A P	No	Mds	Rs A P	No	Mds	Rs. A P	No	Mds	Rs A P
High Level								...		44 637	2 884	46 940 11 6
Total Orissa Circle ..		...			...				...	44 637	2,884	46 949 11 9

Assessed Tollage Receipts.

CANALS.	EARNINGS, 1900-1901						EARNINGS, 1899-1900.					
	During the month			To end of the month.			During the month.			To end of the month.		
1	2			3			4			5		
	Rs	A	P	Rs	A	P	Rs.	A	P	Rs.	A.	P.
Orissa Canals	9,979	5	0	78,052	13	7	11,448	7	6	1,35,248	12	10
Midnapore Canal	10,874	7	0	88,129	2	0	4,646	9	0	82,795	4	6
Hijili Tidal Canal	3,353	8	3	40,263	5	3	4,046	12	3	45,703	14	0
Sone Canals ..	2,454	5	6	38,196	6	11	5,790	14	9	80,146	2	6
Total	26,661	9	9	2,39,646	11	9	25,932	11	6	3,43,894	1	10

CALCUTTA,
The 9th April 1901.

MADHU SUDAN SEN GUPTA,
Offg Under-Secy to the Govt of Bengal.

IRRIGATION DEPARTMENT, BENGAL.

Statement showing heights over mean sea-level and low water in the rivers Ganges, Bhagirathi, Jalangi, and Brahmaputra for the month of February 1901, and the highest reading of each gauge over M S L since 1876

Date.		River Ganges — Mirzapur		River Ganges — Benares		River Ganges — Buxar		River Ganges — Dinapore		River Ganges — Monghyr		River Ganges — Sahibganj		River Ganges — Rampur Boalia		River Ganges — Goalundo		River Bhagirathi — Berhampore		River Jalangi — Sarajganj		River Brahmaputra — Gauhati	
	Distance in miles	From Allahabad 64		From Allahabad 134	From Mirzapur 69	From Benares 90		From Benares 177	From Buxar 87	From Benares 287	From Dinapore 110	From Benares 381	From Monghyr 94	From Benares 471	From Sahibganj 90	From Benares 591	From Rampur Boalia 120						
	Highest Gauge Reading	25th August 1889 253·47		28th August 1889 241·46		31st August 1898 200·63		14th August 1879 160·35		24th August 1894 129·43		23rd August 1879 98·35		26th August 1879 69·25		20th August 1893 31·52		14th August 1890 64·70		25th September 1900 36·90		27th July 1890 179·41	
		Height over zero of gauge.	Height over mean sea-level.	Height over zero of gauge.	Height over mean sea-level.	Height over zero of gauge	Height over mean sea-level.	Height over zero of gauge.	Height over mean sea-level	Height over zero of gauge	Height over mean sea-level.	Height over zero of gauge.	Height over mean sea-level.	Height over zero of gauge.	Height over mean sea-level.	Height over zero of gauge.	Height over mean sea-level.	Height over zero of gauge.	Height over mean sea-level.	Height over zero of gauge	Height over mean sea-level	Height over zero of gauge.	Height over mean sea-level.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
																						Below zero	
1st	...	5·33	211·55	4·00	200·80	4·42	173·47	6·70	140·93	4·42	106·27	2·25	70·25	0·89	42·89	0·75	9·69	2·67	36·41	3·65	7·95	2·60	146·16
2nd	...	5·33	211·55	3·83	200·63	4·42	173·47	6·60	140·83	4·42	106·27	2·17	70·17	0·85	42·85	0·75	9·69	2·62	36·36	3·75	8·05	2·80	145·96
3rd	...	5·17	211·39	3·67	200·47	4·25	173·30	6·50	140·73	4·42	106·27	2·08	70·08	0·79	42·79	0·83	9·77	2·58	36·32	3·90	8·20	2·80	145·96
4th	...	5·00	211·22	3·50	200·30	4·17	173·22	6·40	140·63	4·25	106·10	2·00	70·00	0·75	42·75	1·00	9·94	2·54	36·28	4·10	8·40	2·95	145·81
5th	...	4·83	211·05	3·50	200·30	4·17	173·22	6·30	140·53	4·25	106·10	1·92	69·92	0·64	42·64	1·17	10·11	2·50	36·24	4·40	8·70	3·05	145·71
6th	...	4·67	210·89	3·50	200·30	4·08	173·13	6·20	140·43	4·58	106·43	1·92	69·92	0·60	42·60	1·17	10·11	2·46	36·20	4·60	8·90	3·15	145·61
7th	...	5·00	211·22	3·50	200·30	4·00	173·05	6·20	140·43	4·58	106·43	1·83	69·83	0·54	42·54	1·17	10·11	2·42	36·16	4·65	8·95	3·25	145·51
8th	...	5·33	211·55	3·50	200·30	4·00	173·05	6·10	140·33	4·58	106·43	1·75	69·75	0·50	42·50	1·08	10·02	2·42	36·16	4·50	8·80	3·25	145·51
9th	...	5·67	211·89	3·67	200·47	4·00	173·05	6·00	140·23	4·42	106·27	1·67	69·67	0·46	42·46	1·08	10·02	2·37	36·11	4·20	8·50	2·60	146·16
10th	...	5·83	212·05	3·83	200·63	4·08	173·13	6·00	140·23	4·42	106·27	1·58	69·58	0·42	42·42	1·00	9·94	2·33	36·07	4·00	8·30	2·20	146·56
11th	...	6·00	212·22	3·83	200·63	4·17	173·22	6·00	140·23	4·25	106·10	1·50	69·50	0·39	42·39	0·83	9·77	2·33	36·07	3·60	7·90	2·00	146·76
12th	...	6·17	212·39	3·83	200·63	4·17	173·22	6·00	140·23	4·25	106·10	1·50	69·50	0·39	42·39	0·67	9·61	2·33	36·07	3·40	7·70	1·60	147·16
13th	...	6·00	212·22	3·67	200·47	4·25	173·30	6·00	140·23	4·33	106·18	1·50	69·50	0·37	42·37	0·50	9·44	2·33	36·07	3·30	7·60	1·00	147·76
14th	...	5·67	211·89	3·50	200·30	4·25	173·30	6·20	140·43	4·33	106·18	1·42	69·42	0·35	42·35	0·42	9·36	2·37	36·11	3·35	7·65	0·30	148·46
15th	...	5·50	211·72	3·25	200·05	4·00	173·05	6·20	140·43	4·25	106·10	1·42	69·42	0·29	42·29	0·33	9·27	2·37	36·11	3·40	7·70	0·05	148·71
16th	...	5·42	211·64	3·00	199·80	3·83	172·88	6·20	140·43	4·25	106·10	1·33	69·33	0·25	42·25	0·42	9·36	2·37	36·11	3·40	7·70	0·30	148·46
17th	...	5·33	211·55	3·00	199·80	3·75	172·80	6·20	140·43	4·25	106·10	1·25	69·25	0·23	42·23	0·58	9·52	2·37	36·11	3·60	7·90	0·80	147·96
18th	...	5·17	211·39	3·00	199·80	3·42	172·47	6·00	140·23	4·25	106·10	1·25	69·25	0·21	42·21	0·92	9·86	2·33	36·07	3·90	8·20	1·00	147·76
19th	...	5·00	211·22	3·00	199·80	3·58	172·63	5·90	140·13	4·17	106·02	1·33	69·33	0·19	42·19	1·25	10·19	2·33	36·07	4·30	8·60	0·70	148·06
20th	...	4·83	211·05	3·00	199·80	3·25	172·30	5·70	139·93	4·17	106·02	1·25	69·25	0·14	42·14	1·67	10·61	2·33	36·07	4·70	9·00	0·70	148·06
21st	...	4·67	210·89	2·67	199·47	3·00	172·05	5·60	139·83	4·00	105·85	1·17	69·17	0·12	42·12	1·83	10·77	2·33	36·07	5·30	9·60	0·75	148·01
22nd	...	4·50	210·72	2·33	199·13	2·83	171·88	5·40	139·63	4·00	105·85	1·12	69·12	0·10	42·10	1·92	10·86	2·33	36·07	6·00	10·30	0·90	147·86
23rd	...	4·42	210·64	2·00	198·80	2·83	171·88	5·40	139·63	4·00	105·85	1·00	69·00	0·08	42·08	1·92	10·86	2·33	36·07	5·50	9·80	1·30	147·46
24th	...	4·33	210·55	1·83	198·63	2·83	171·88	5·30	139·53	2·83	104·68	0·87	68·87	0·04	42·04	1·75	10·69	2·33	36·07	4·80	9·10	1·50	147·26
25th	...	4·17	210·39	1·25	198·05	2·83	171·88	5·10	139·33	2·83	104·68	0·67	68·67	0·03	42·03	1·42	10·36	2·31	36·05	4·00	8·30	1·80	146·96
26th	...	4·17	210·39	0·92	197·72	2·75	171·80	5·00	139·23	2·75	104·60	0·54	68·54	0·00	42·00	1·17	10·11	2·31	36·05	3·40	7·70	1·90	146·86
														Below zero									
27th	...	4·08	210·30	0·67	197·47	2·75	171·80	4·80	139·03	2·75	104·60	0·42	68·42	0·04	41·96	0·92	9·86	2·31	36·05	3·20	7·50	1·95	146·81
28th	...	4·00	210·22	0·50	197·30	2·75	171·80	4·70	138·93	2·75	104·60	0·29	68·29	0·06	41·94	0·67	9·61	2·29	36·03	3·10	7·40	1·95	146·81

CALCUTTA,
The 9th April 1901.

MADHU SUDAN SEN GUPTA,
Offg. Under-Secy. to the Govt. of Bengal.

Results of the Meteorological Observations taken at the Alipore Observatory from 31st March to 6th April 1901.

Month.	Date.	Maximum in sun.	Number of hours of bright sunshine.	Mean pressure barometer at 32° Fahr	Temperature. Mean.	Maximum.	Range.	Minimum.	Hygrometry. Mean wet bulb.	Vapour tension.	Dew point.	Humidity	Wind. Prevailing direction.	Miles recorded.	Rain.	Weather.
				Inches	°	°	°	°	°	Inch	°	%			Inches	
Mar	31st	153 J	9 3	29 825	83 5	101 7	32 5	69·2	70·0	0 553	61 8	54	SW, WSW and WNW	108	Nil	Clear, ⩪.
April	1st	150 8	8 8	814	84 5	100 7	28 5	72·2	73 5	683	67 8	61	S by W and SSW	195	„	Clear.
„	2nd	151 1	8·2	804	86 9	100 7	24 5	76·2	75 7	739	70 2	58	SSW and S	147	„	Chiefly clear.
„	3rd	147 0	8 3	812	86 9	97 3	20 1	77 2	76 1	756	70 8	59	S and Variable	97	„	Chiefly clear.
„	4th	151·8	8 6	833	87 2	97 8	19 6	78 2	76 8	782	71 8	60	S and SSW	136	„	Chiefly clear.
„	5th	144 8	9 8	·845	86 3	96·0	18 8	77·2	76 4	777	71 6	61	SSW and S	143	„	Chiefly clear.
„	6th	153 3	8 0	779	89 3	101 4	23 7	77·7	73 9	630	65 5	45	SSW and W	118	„	Partially cloudy.

	Inches.
The mean pressure of the seven days	29 816
The average pressure of the corresponding period for 24 years, Surveyor-General's Office	29 739
	Hours.
The total number of hours of bright sunshine	61 0
The maximum possible number of hours of sunshine	86 6
	°
The mean temperature of the seven days	86 4
The average temperature of the corresponding period for 24 years, Surveyor-General's Office	84 2
The extreme variation of temperature	32·5
The maximum temperature	101 7
	Miles.
The highest velocity of the wind in one hour	16
	%
The mean relative humidity	57
The average relative humidity of the corresponding period for 24 years, Surveyor-General's Office	67
	Inches
The total fall of rain from 31st March to 6th April 1901	Nil.
The average fall of the corresponding period for 24 years, Surveyor-General's Office	0 34
The total fall from 1st January to 6th April 1901	3 26
The average fall of the corresponding period for 24 years, Surveyor-General's Office	3 11

The mean pressure, temperature, &c., are deduced from the traces of the Barograph and Thermograph, and from eye observations

The maximum and minimum temperatures are obtained from self-registering thermometers. All the thermometers are verified and the readings have been corrected to a standard constructed and verified at the Kew Observatory. They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground.

The barometer readings are corrected approximately to those of the standard, Newman's No. 86, formerly at the Surveyor-General's Office.

The hygrometric elements are obtained from Tables III, IV, and V of the official tables computed in the Meteorological Office, and based on Regnault's modifications of August's formula.

The directions and the movement of the wind are taken from the trace of a Beckley's anemograph.

The mouth of the rain-gauge is one foot above the ground.

⩪ dew.

METEOROLOGICAL OFFICE, GOVT OF INDIA,
Alipore (Calcutta), the 8th April 1901.

G. W. KÜCHLER,
For Meteorological Reporter to the Govt. of India and Director-General of Indian Observatories.

Abstract of the Results of Meteorological Observations taken at the Alipore Observatory in the month of March 1901

	Inches	Date	Hrs.
The mean pressure of the month	29 912		
The average pressure of March from 24 years' registers ..	29 869		
The highest pressure in the month	30 100	2nd	10
The lowest pressure in the month ...	29 752	31st	16
The range of pressure	0 348		
	Hours		
The total number of hours of bright sunshine during the month	271 1		
The maximum possible number of hours of sunshine .	371 3		
	(°)		
The mean temperature of the month .. .	79 1		
The average temperature of March from 24 years' registers	80 6		
The highest temperature in the month . .	101 7	31st	
The lowest temperature in the month	59 3	3rd	
The range of temperature during the month ..	42 4		
The mean daily range of temperature ..	2› 3		
The greatest range of temperature in one day .	32 5	31st	
	Per cent.		
The mean humidity of the month	63		
The average humidity of March from 24 years' registers ..	66		
	Inches		
The mean vapour tension of the month .	0 591		
The average vapour tension of March from 9 years' registers	0 702		
The mean cloud proportion of the month	1 63		
The average cloud proportion of March from 24 years' registers	2 26		
	Inches.		
The total rainfall of the month ...	Nil		
The total rainfall indicated by a Beckley's self-registering rain-gauge (mouth of the gauge about 52 feet above the ground)	Nil		
The average fall of March from 48 years' registers .	1 34		
The greatest fall in 24 hours . .	Nil		
	Days.		
The number of rainy days in the month	Nil		
The average number of rainy days in March from 24 years' registers	4		
	(°)		
The mean maximum equilibrium temperature of solar radiation during the month .	147 0		
The mean difference of sun and air temperatures	53 7		
The greatest sun temperature	154 8	19th	
The greatest excess of sun over air temperature	59 2	9th	
The mean temperature of the nocturnal radiation thermometer on woollen cloth	63 5		
The mean depression of the nocturnal radiation thermometer below the minimum air temperature at 4 feet above the ground .. .	4 4		
The greatest depression of the nocturnal radiation thermometer below the minimum air temperature .. .	6 4	26th	
	Miles		
The mean movement of the wind per day ...	104 0		
The greatest movement of the wind in one day	156 0	25th	
The greatest movement of the wind in one hour	14 0	8th 1 to 2 A.M. 11th 1 to 2 P.M. 25th 9 to 10 A.M. & 11 to noon	

The number of hours with winds from each of the 8 points—
N 72, N.E 19, E 13, S E 13, S 96, S W 271, W 111, N W 115, Calm 34

The results of observations at the Alipore Observatory are not rigorously comparable with the registers of past years (at the Park Street Observatory) The barometer is about 3 feet higher at Alipore, and, other things being equal, reads therefore 003 lower The diurnal range of temperature is also greater at Alipore, and the mean temperature apparently about 1 0 lower, and, finally, the thermometer, which furnished the record of temperature at the Surveyor-General's Office during 20 years and upwards, is found to read 0 6 higher than the Kew Standard thermometer, which is the standard of reference at the present Observatory.

G W. KUCHLER,
For Meteorological Reporter to the Govt of India, and Director-General of Indian Observatories.

METEOROLOGICAL OFFICE, GOVT. OF INDIA,
Alipore (Calcutta), the 8th April 1901.

in the undermentioned Marts of Bengal on the 31st March 1901.

Straw			Juar stalks			Prices per maund of 40 standard seers.									Marts
						Iron			Firewood.			Salt			
Present return.	Next preceding return	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return	Corresponding return of last year	Present return	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year	
63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78
Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P	
1 4 0	1 4 0	0 10 0				5 4 0	5 4 0	5 4 0	0 8 0	0 8 0	0 8 0	3 6 0	Panga 3 6 0	3 5 0	1. Calcutta.
0 9 0	0 9 0	0 4 0	...		...				0 5 0	0 5 3	0 8 0	3 12 0	3 12 0	3 6 0	2. Burdwan.
0 3 4	0 3 0	0 2 11	...			5 0 0 to 5 4 0	5 0 0 to 5 4 0	6 0 0 to 6 8 0	0 4 0	0 4 0	0 3 0	3 10 0	Panga. 3 10 0	3 5 0	3 Midnapore.
1 0 0	1 0 0	1 0 0	...		...	7 0 0	7 12 0	7 0 0	0 5 0	0 5 0	0 4 0	3 13 0	Panga. 3 13 0	3 14 0	4. Pabna.
0 5 0	0 7 0	0 7 0	...			8 0 0	8 0 0	7 0 0	0 7 0	0 5 0	0 8 0	4 0 0	Panga 4 0 0	4 0 0	5 Rangpur
...			...			6 8 0	6 8 0	5 8 0	0 5 6	0 5 6	0 5 0	3 12 0	Panga 3 12 0	3 8 0	6 Dacca.
...	...	...	...			6 8 0	6 12 0	5 8 0	...			4 0 0	Panga 3 14 0	3 10 0	7 Chittagong.
0 7 0	0 8 0	0 5 0				4 0 0	4 0 0	4 0 0	0 6 0	0 6 0	0 5 0	3 10 0	Panga 3 10 0	3 7 0	8 Patna.
...	...		...	...	...	5 11 6	5 11 6	6 10 7½	0 4 0	0 4 0	0 4 0	3 13 0	Panga. 3 13 0	3 9 0	9 Muzaffarpur.
...	...			...		6 0 0	6 0 0	7 4 0	0 5 9	0 5 9	0 5 9	3 12 0	Panga 3 12 0	3 10 0	10 Bhagalpur
0 6 0	0 7 0	0 6 0	...	...	...	4 2 0	4 2 0	4 4 0	0 4 0	0 4 0	0 4 0	3 0 0	Karkatch 3 0 0	2 14 6	11. Cuttack.
No fixed rate.			...	...	...	5 11 6	8 0 0	8 0 0	0 4 0	0 4 0	0 4 0	4 1 0	Panga 4 1 0	4 6 0	12. Ranchi.

F A SLACKE,

Secretary to the Govt. of Bengal.

Indian-corn or maize (*Zea mays*)			Arhar dal or Thur—Cadjan pea (*Cajanus indicus*).			Linseed			Mustard and Rapeseed.		
Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year.
27	28	29	30	31	32	33	34	35	36	37	38
Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
2 0 0	2 0 0		4 12 0	5 0 0	3 12 0	5 8 0	5 4 0	5 4 0	5 4 0	4 0 0	4 8 0
	...	...	5 0 0	5 0 0	3 13 0				5 3 0	5 3 0	4 12 0
...	...		...			4 12 0	4 12 0	4 12 0	Black mustard 5 8 0 Rapeseed 4 6 0	Black mustard 5 8 0 Rapeseed 4 6 0	5 4 0 to 5 8 0 4 10 0
	...		4 13 6	4 13 6	4 1 0	5 8 0	5 12 0	4 8 0	5 6 0	5 4 0	5 3 0
2 12 0	2 12 0		5 0 0	5 0 0	4 6 0			...	6 0 0	6 8 0	4 4 0
	...		4 8 0	4 8 0	4 0 0						...
...			6 0 0	6 0 0	4 12 0				6 4 0	5 12 0	4 8 0
1 11 0	1 11 0		3 14 0	4 6 0	[illegible] 12 0	4 14 0	3 14 0	4 6 0	4 6 0	4 14 0	3 14 0
1 10 6	1 11 9	2 10 6	4 7 0	5 5 0	3 5 8			...			
[illegible] 6	2 6 9	2 4 0	4 12 0	5 0 0	3 8 0	5 6 0	...	4 11 0	4 10 0	4 8 0	4 9 0
		...	3 0 0	3 0 0	2 5 6	...	...	...	3 12 0	4 1 0	3 10 0
...			5 0 0 to 5 11 6	5 0 0	5 0 0	5 0 0	5 0 0	5 0 0	5 6 6	5 0 0 to 5 11 6	5 0 [illegible] to 6 15 [illegible]

7236

Juar or cholum (*Sorghum vulgare*).			Bajra or cumbu (*Pennisetum typhoideum*)			Marua or ragi (*Eleusine coracana*)			Gram, Chana, Chola, Kadalay, or Sunaga (*Cicer arietinum*)		
Present return.	Next preceding return.	Corresponding return of last year	Present return	Next preceding return.	Corresponding return of last year	Present return	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year
15	16	17	18	19	20	21	22	23	24	25	26
Rs. A. P	Rs A P	Rs. A P	Rs A P	Rs. A P	Rs. A P	Rs A. P	Rs A P	Rs. A P	Rs. A. P	Rs. A P	Rs. A. P
2 0 0	2 0 0		2 2 6	2 0 0					3 4 0	3 1 0	2 12 0
...	.		..			...	..	...	3 5 0	3 5 0	2 6 0
	.					..		..			...
...		...	...	..	..	...	.		3 3 9	3 2 9	2 10 6
..	...		..		..	..		..	3 12 0	3 12 0	2 10 0
...	...	..	...			...	...		3 4 0	3 4 0	2 8 0
...	..		..		...	...			3 12 0	3 12 0	3 12 0
2 3 0	2 3 0				..				2 6 6	2 8 0	2 3 0
...			..	..					3 1 3	2 13 9	2 8 0
...			..					..	2 13 0	2 13 9	5 0
...						..		...	2 14 0	Bin or kalai 3 0 0	2 5 6
...	...			..	...	...			[illegible] 0 0	4 0 0	3 10 0

722*a*.

Ghi (clarified butter).			Tobacco leaf.			Hides (cow).			Grass.		
Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year.
51	52	53	54	55	56	57	58	59	60	61	62
Rs. A. P	Rs A. P	Rs A P	Rs. A P	Rs A. P	Rs A P	Rs. A P	Rs A P	Rs. A. P	Rs. A. P	Rs. A. P.	Rs. A. P.
38 0 0	40 0 0	35 0 0	9 0 0	9 0 0	6 0 0	260 0 0	Per 100 pieces. 260 0 0	250 0 0	1 0 0	1 2 0	1 4 0
41 0 0	41 0 0	34 8 0		...	..				..	..	...
42 0 0	42 0 0	35 0 0	8 0 0 11 0 0	Madhukhali 8 0 0 Pulta 11 0 0	8 0 0 10 8 0	Uncleaned hides per piece 1 0 0 to 2 4 0 Cleaned hides per piece 1 4 0 to 2 8 0	1 0 0 to 2 4 0 1 4 0 to 2 8 0	0 12 0 to 2 0 0 1 0 0 to 2 4 0			...
52 0 0	53 0 0	46 0 0	11 0 0	11 4 0	10 0 0					.	...
45 0 0	45 0 0	35 0 0	9 12 0	10 0 0	9 0 0	.			0 2 6	0 2 6	0 2 6
45 0 0	45 0 0	35 0 0	10 0 0	10 0 0	10 0 0	30 0 0	30 0 0 per maund.	25 0 0	0 4 0	0 4 0	0 4 0
42 8 0	44 0 0	45 0 0	17 8 0	13 0 0	13 0 0	18 0 0	18 8 0 per maund.	18 8 0			.
38 0 0	36 0 0	29 0 0	3 0 0	3 0 0	3 0 0			..	0 6 0	0 6 0	0 5 0
32 2 0	35 9 0	30 7 6	8 0 0	8 0 0	11 7 0		..				
39 0 0		40 0 0	5 0 0	5 0 0	4 0 0	.					...
44 4 0	42 12 0	33 8 0	4 4 0	4 8 0	4 1 0	25 0 0	25 0 0 per maund.	26 0 0	0 8 6	0 8 6	0 8 12
36 0 0 to 40 0 0	37 10 0 to 42 10 8	34 0 0 to 40 0 0	[illegible] 0 0 to 13 0 0	8 0 0 to 13 0 0	8 0 0 to 13 0 0	1 0 0	1 0 0 per piece.	1 0 0	0 4 0	0 4 0	0 4 0

10 STANDARD SEERS.

Til or jinjili seed			Sugar (raw).			Cotton, cleaned			Jute		
Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year
39	40	41	42	43	44	45	46	47	48	49	50
Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
5 4 0	5 8 0	4 12 0	4 4 0	4 4 0	4 10 0	18 0 0	17 4 0	20 0 0	4 12 0	4 12 0	5 8 0
			3 12 0	3 12 0	4 6 0	16 0 0	16 2 0	21 0 0	...		...
...			3 8 0 to 4 0 0	3 8 0 to 4 0 0	4 4 0 to 4 8 0	21 0 0	21 0 0	18 0 0 to 20 0 0			
			4 6 0	4 11 0	3 14 0	20 0 0	21 0 0	20 0 0	4 7 0	4 4 0	5 10 0
...		...	5 12 0	5 12 0	4 8 0		...		4 8 0	4 8 0	5 0 0
.	...	...	6 0 0	6 0 0	6 0 0				5 0 0	5 0 0	5 12 0
			5 0 0	5 4 0	4 12 0	14 4 0	14 8 0	19 8 0		...	.
4 11 0	4 14 0	4 14 0	4 0 0	4 0 0	3 0 0	16 0 0	16 8 0	15 0 0	4 0 0	3 8 0	4 14 0
...		...	3 5 3	3 1 3	3 10 0	...	...	...	...	...	...
...			5 4 0	5 4 0	4 9 0	19 0 0	19 0 0	22 0 0			...
4 4 (	4 14 0	8 8 0	4 2 0	4 4 0	4 0 0	22 0 0	22 0 0	24 0 0	...	...	
	...	...	3 13 0 to 4 3 0	4 3 0 to 4 7 0	5 6 6 to 5 14 9	20 0 0	22 12 0	22 12 0	...	...	...

EAST INDIAN RAILWAY.

Statement of Goods Traffic in staples carried during the three weeks and five days ending 26th January 1901 as compared with the same period of 1900

STAPLES.	1900		1901		INCREASE		DECREASE	
	Weight	Freight	Weight	Freight	Weight	Freight	Weight.	Freight
	Mds	Rs	Mds	Rs	Mds	Rs.	Mds	Rs
Apparel including drapery haberdashery millinery, uniforms, accoutrements, boots and shoes	6,484	7 058	4,819	6,7[illegible]0			1,665	328
Coal & Coke carried for the public and foreign railways	80 92 868	10,21 341	1 04 11,570	13 [illegible] 823	23 18 702	3 00 482		
Cotton—								
(1) Raw	1 28 129	64,[illegible]87	1 95,392	89 230	67 263	24,453		
(2) Manufactured—								
(a) Twist and Yarn, European	4 932	4 034	3 113	[illegible]			1 819	2 115
(b) Ditto Indian	30 244	13 041	30 231	[illegible]		1 278	8 [illegible]	
(c) Piece-goods, European	1 15 822	1 2[illegible] 81	94 2[illegible]3	97 [illegible]			21,519	24,316
(d) Ditto, Indian	20 358	12 206	49 135	3[illegible]123	23 777	22 197		
(e) Others			1 371	2 270	1 371	2 270		
Chemicals excepting saltpetre			3,077	2,[illegible]1	3,077	2 [illegible]1		
Drugs—								
1.—Intoxicating other than opium	1 073	1 145	370	33			905	813
2.—Non intoxicating	7 9[illegible]8	5 785	6 210	4 893			1,768	994
Dyes and Tans—								
1.—Al (Morinda citrifolia)	392	258	602	[illegible]	220			29
2.—Alizarine and aniline dyes	363	581	469	[illegible]	106	41		
3.—Cutch	913	584	9[illegible]5	44	13			141
4.—Indigo	6 194	5 774	19 674	[illegible]	13 480	13 [illegible]66		
5.—Myrabolams	19 668	6 113	[illegible]	[illegible]			9 338	2,961
6.—Tanning barks			[illegible]	[illegible]	1[illegible],380	1 181		
7.—Turmeric	8 287	4 9[illegible]4	8 [illegible]48	[illegible]		1 034	179	
8.—Others	7 065	1 [illegible]04	4 [illegible]94	4 [illegible]		2 449	2 671	
Fodder—								
1.—Oil cake	64 992	9 726	49 776	8 [illegible]98			15 216	1 [illegible]8
2.—Hay straw and grass			12 89[illegible]	[illegible]	12 815	2 000		
Fruits and vegetables fresh	16 130	5 300	25 062	7 [illegible]	11 9[illegible]3	3,071		
Grain and Pulse—								
1.—Wheat	2 58 126	49 854	2 0[illegible] 7	4 [illegible]9			48 720	6 957
2.—Wheat flour	41 420	10 41[illegible]	35 454	[illegible]			6 [illegible]66	2 487
3.—Rice in the husk	1 0[illegible] 334	1[illegible] 256	1 0[illegible] 629	1 7[illegible]			[illegible]03	2 497
4.—Rice not in the husk	11 92 331	2 [illegible]9 616	[illegible]	1 4[illegible]			4,01 091	1 55 751
5.—Jowar and bajra	[illegible] 03 138	32 [illegible]31	1 35 424	[illegible]			67 714	15 017
6.—Gram & pulse	18 87 011	[illegible] 87 033	4 0[illegible]	[illegible]			14 [illegible]1 [illegible]0	6 03 416
7.—Others	5 7[illegible] 800	1 70 888	1,66 103	[illegible]			4 11 792	1,46 145
Hides and Skins—								
1.—Hides of cattle	2 07 241	1 06 362	68 513	3 [illegible]			1 38 728	68 852
2.—Skins of sheep &c	23 [illegible]	15 11[illegible]	12 144	[illegible]			11 [illegible]21	7,613
Horns	2 411	808	1 074	[illegible]17			1 337	461
Hemp (Indian) and other fibres (excluding jute)	94 579	13,791	88 455	10 [illegible]		5 152	6,124	
Jute—								
1.—Raw	80 209	12 765	1,71 044	7 [illegible]	90 835	18 014		
2.—Gunny bags and cloth	1 28 [illegible]	60 75[illegible]	1 1[illegible]	[illegible]			15 670	8 233
Lac	8[illegible],788	42 535	4[illegible]560	28 [illegible]			35,[illegible]19	14,5[illegible]8
Leather—								
1.—Unwrought			2 310	[illegible]	2 310	3 005		
2.—Wrought excepting boots and shoes	6,603	8 876	1 140	[illegible]			5 363	7 863
Liquors—								
1.—Ale and Beer	13 971	5,151	15 498	4 [illegible]07	1 527			944
2.—Spirits of all kinds including country spirit	1 499	1 442	610	[illegible]11			889	5[illegible]1
3.—Wines	2 685	3 344	1 9[illegible]	2 [illegible]			72[illegible]	420
4.—All other sorts including toddy and fermented liquor, other than ale and beer	58	17	228	66	170	49		
Metals—								
1.—Brass unwrought	1 277	495	2 610	1 [illegible]6	1 333	1,461		
2.—Do wrought	20,3[illegible]0	10 052	19 302	7 [illegible]			968	3 237
3.—Copper unwrought	[illegible]4	1[illegible]8	176	[illegible]22		24	123	
4.—Do wrought	1 268	709	1,650	1 [illegible]7	382	818		
5.—Iron and steel—								
(a) Cast	20 546	4 605	25 036	[illegible]48	4 490	873		
(b) Unwrought	11 012	1 310	62,763	4 [illegible]	51 751	2 764		
(c) Wrought	67 348	43 829	6[illegible],772	[illegible]	2 424			13 740
(d) Manufactures of iron and steel	48 262	13 2[illegible]3	21,498	[illegible]			26,[illegible]54	8 485
6.—Zinc and spelter	4,457	3 678	3 630	2 [illegible]6			821	1 123
7.—Others	13 718	9 867	9,907	[illegible]084			3 811	2,[illegible]
Oils—								
1.—Kerosine	1,36 519	47 589	1,09,[illegible]04	[illegible]73			27,5[illegible]5	11 014
2.—Castor	3 632	867	4 108	1[illegible]	476	418		
3.—Cocoanut	3 498	1 120	4 802	1 [illegible]	1 3[illegible]4	2[illegible]9		
4.—Mustard and rape	8 193	1 645	7,775	4 [illegible]		2 653	418	
5.—Others	8,821	3 461	4 649	2 [illegible]52			4,172	909
Oilseeds—								
1.—Castor	35 167	8 683	18 632	4 6[illegible]3			16 535	3 190
2.—Earthnuts	133	52	553	171	414	119		
3.—Linseed	67 402	15,758	11 894	3 5[illegible]0			55 508	12,238
4.—Poppy	5 206	1,[illegible]41	2,080	[illegible]			3,[illegible]07	603
5.—Rape and mustard	1 14,8[illegible]3	29 482	57,698	1[illegible]			57,[illegible]5	12,527
6.—Til or jinjili	1,1[illegible] 521	20 303	1 38 789	3[illegible]	19 268	14,910		
7.—Others	11 000	1 044	47,698	8 [illegible]	36 098	7,221		
Opium	17 443	20 [illegible]26	216	413			17 2[illegible]7	20 113
Paper and pasteboard	17,736	10 768	12 737	7,929			4,999	2,839
Provisions—								
1.—Dried fruits and nuts	11 145	8 315	14 415	7 364	3 270			951
2.—Ghee	44 136	28,834	36,606	26 157			7 630	2,677
3.—Potatoes	82 850	17,894	95,233	[illegible]	12 383	1,724		
4.—Others	82,705	44 308	47,988	[illegible]407			34,717	19,895
Railway plant & rolling-stock carried for the public & foreign railways—								
1.—Locomotives, engines and tenders and parts thereof			45	2	45	2		
2.—Carriages and trucks and parts thereof	1,151	829	13,391	3,33[illegible]	12,240	2,503		
3.—Materials—								
(a) Steel rails and fish plates	4,897	489	7 727	348	2 830			141
(b) Sleepers and keys of steel and cast-iron	48 800	4,073					48 800	4 073
(c) Other sorts	96,366	18 121	72 963	15 006			23 393	3 115
Salt	4,68,066	91,395	5,18,9[illegible]0	77,437	50,884			13,958

Staples	1900.		1901		Increase		Decrease.	
	Weight	Freight.	Weight	Freight	Weight	Freight.	Weight	Freight.
	Mds.	Rs	Mds	Rs	Mds	Rs	Mds.	Rs
Saltpetre and other saline substances—								
1 —Saltpetre	49 498	26 944	39 343	16 487			10 148	10,457
2 —Other saline substances	40,835	12 609	26,940	7,965		..	13,895	4,644
Silk—								
1 —*Raw*—								
(a) Foreign								
(b) Indian	4 433	1,994	2 937	1,503			1,496	491
2.—*Piece goods*—								
(a) Foreign								
(b) Indian	138	213	126	243		30	12	..
Spices—								
1 —Betel nuts	17 505	14,282	21 058	16,378	3 553	2,096		
2.—Cardamoms	1 625	1 125	884	906			741	219
3 —Chillies	24 767	8,232	11,656	6 394			13,111	1,838
4 —Ginger	2,732	1 516	1,773	698			959	818
5 —Pepper	2 433	1,910	1,359	1 250			1,074	660
6.—Others	3 821	1 555	10,219	7 238	6 398	5,683		
Stone and lime	4,57,593	66 487	3,07,672	50 252			1,49,921	16,235
Sugar—								
1 —Refined	8 774	3 086	24,242	6,900	15 468	3 823	..	
2 —Unrefined—								
(a) Sugar	1,26,497	27,427	94,883	18 356			31,614	9,071
(b) *Gur rab* jaggree, molasses and other saccharine produce	3,23,385	46 700	4 12,743	54,469	89 358	7,769		...
Tea—								
1 — Foreign								
2 — Indian	4,435	2 797	1,283	1 178	...		3,152	1,619
Tobacco	45,947	15 812	25,662	11 669			20,285	4,143
Wood—								
1 —Timber unwrought	1,21 158	27 253	1 17,912	19 461			3,246	7,792
2 —Manufactures	14 779	6 256	10,697	3 889			4 082	2,367
Wool—								
1 —Raw	3 847	2 525	4 405	4 917	558	2,392	...	
2.—Manufactured—								
(a) Carpets and rugs	854	112	1 167	1 204	313	1 092		
(b) Piece-goods European	169	54	708	200	539	146		
(c) Ditto, Indian	2 932	2 180	1 731	754			1 201	1 426
(d) Other sorts of manufactures	288	43	1,442	1,368	1 154	1,325		
All other articles of merchandise—								
1 —Bones	44,756	7 912	19,412	4,245			25,344	3,667
2.—Firewood	11 309	802	65,119	5,223	53 810	4,421		
3 —Indigo seed	58,468	24 451	53,602	17 311			4 866	7 140
4 —Paints and colours	7,559	3 949	1,840	1,897			5 719	2 052
5 —Seeds other than oilseeds	93,073	25 717	12 612	3 127			80,461	22,590
6.—Others	7 96,142	2 43 449	6,83 493	2,53,668	..	10 219	1 12,649	
Total	1,72,91,007	38,68,788	1,67,14,218	30,40 007			5 76,789	8,28,776
Military stores	13 382	22 197	7 845	9 563			4,537	12 634
Coal for railway	9 24,781	68 323	10 07 367	80,849	82,586	12 526		
Railway materials	12 69 648	55 688	16,81,024	56,796	4,11 376	1 108		..
Live-stock		18,139		19,214		1 075		
Total	1,94 97,818	40,33,130	1,94,10 454	32,06,429			87 364	8,26 701

C W Clarke, *Assistant Auditor*

Traffic Audit Office, Goods Division, Calcutta, *2nd April 1901*

BENGAL CENTRAL RAILWAY COMPANY, LIMITED.

Abstract of principal Commodities carried over the Bengal Central Railway during the month of January 1901, as compared with the same month of previous year

Articles.	1901 Up.	1901 Down	1900 Up	1900 Down	Total. 1901	Total. 1900	Increase	Decrease
	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
I.—Apparel including drapery, haberdashery, millinery uniforms, accoutrements, boots and shoes	3		3	..	3	3	..	...
II.—Coal and Coke carried for the Public and Foreign Railways	680	3,012	2 303	310	3,692	2,622	1,070	...
III.—Cotton—								
1 Raw	1			3	1	3		2
2. Manufactured—								
(a) Twist and yarn European	30	...			30		30	..
(b) Ditto Indian	4		58		4	58		54
(c) Piece-goods, European	98		32	..	98	32	66	
(d) Ditto Indian	1	1	108		2	108		106
(e) Others	...	...	3	1		4		4
IV.—Chemicals, excepting saltpetre							..	
V.—Drugs—								
1 Intoxicating, other than opium		...	...				...	...
2 Non intoxicating—								
(a) Medical preparations			..		.		..	
(b) Others			3			3	..	3
VI.—Dyes and Tans—								
1 Indigo			...					...
2 Myrabolams					...			...
3 Cutch			..	..	..		..	..
4 Turmeric	10	6	6		16	6	10	
5 Alizarine and Aniline Dyes			...		...	..		...
6 Al (Morinda Citrifolia)					...	..	...	...
7 Tanning barks	2			...	2		2	
8 Others		..	...			..		..
VII.—Fodder—								
1 Oilcake	50		7	7	50	14	36	
2 Hay straw and grass	..							
VIII.—Fruits and vegetables, fresh	905	90	924	415	995	1,339	..	344
IX.—Grain and Pulse—								
1 Wheat	2	..			2		2	..
2. Rice in the husk	46	16	59	28	62	86		24
3. Do not in the husk	16	906	20	3,656	922	3 676		2,754
4. Jawar and bajra		..	1			1		1
5 Gram and pulse	57	37	31	930	94	961		867
6. Wheat flour	21	..	...		21		21	..
7 Others	...						....	
X.—Hides and Skins—								
1 Hides of cattle—								
(a) Dressed or tanned			..					
(b) Raw	..	38		19	38	19	19	
2. Skins of sheep and other animals—								
(a) Dressed or tanned								...
(b) Raw		10		3	10	3	7	
XI.—Horns							...	
XII.—Hemp (Indian) and other fibres excluding jute		4		38	4	38		34
XIII.—Jute—								
1 Raw		1,250	6	488	1,256	494	762	...
2 Gunny bags and cloth	1	6	74	8	18	86		68
XIV.—Lac			...				..	
XV.—Leather—								
1 Unwrought		..			.. ..	..	...	...
2. Wrought excepting boots and shoes		.. ..			..			
XVI.—Liquors—								
1 Ale and beer		..	...		...		...	..
2. Spirit of all kinds, including country spirit		.. ...	..					....
3 Wine	3	..	3		3	3	..	..
4. All other sorts, including toddy and fermented liquor other than ale and beer		..				..		...
XVII.—Metals—								
1 Copper, unwrought	..					...	...	..
2 Brass, ditto			...		..	...		...
3. Copper, wrought	..		..				..	..
4. Brass, ditto	6	4	4	3	10	7	3	..
5 Iron and steel—								
(a) Cast		1	1		1	1	..	
(b) Unwrought			5			5		5
(c) Wrought	20	3	6	...	23	6	17	
(d) Manufactures	1		3	2	1	5		4
6 Others	23	23	21	23	44	43	1	
XVIII.—Oils—								
1. Kerosine	120		118	16	120	134		14
Castor								
3. Cocoanut	12	..	8		12	8	4	..
4 Mustard and rape	94		34		94	34	60	..
5. Other	..					...		
XIX.—Oilseeds—								
1 Linseed	..	4	...	19	4	19		15
Rape and mustard	44	8	14	73	52	87		35
3. Til or jinjili	23	...		...	22	...	23	.....
4 Poppy	..			..	..		...	..
5 Earth nuts	.....		...	..	.. ...	...	...	
6. Castor		.....	...	...		..	..	
7 Others				...	..	..	.....	
XX.—Opium		.	1		.	1		1
XXI.—Paper and Pasteboard	4	.	7	...	4	7	..	3
XXII.—Provisions—								
Ghee	3	1	6	...	4	6		2
Dried fruits and nuts	2	..		4	2	4		2
Others	1	3	61	4	4	66	..	62

Articles	1901		1900.		Total.		Increase.	Decrease.
	Up	Down.	Up	Down	1901.	1900		
	Tons	Tons	Tons	Tons	Tons	Tons.	Tons	Tons
XXIII.—Railway plant and rolling stock carried for the Public and Foreign Railways—								
1 Locomotives engines and tenders, and parts thereof	...	...	...	...	...	...	...	...
2 Carriages and trucks, and parts thereof		...		...	...	...	...	...
3 Materials—								
(a) Steel rails and fish plates		...		...		...	...	
(b) Sleepers and keys of steel and cast-iron	...			...	...	...		
(c) Other sorts								
XXIV.—Salt	320		263		320	263	57	...
XXV.—Saltpetre and other saline substances—								
1 Saltpetre	...	1			1	...	1	
2 Other saline substances	6				6		6	...
XXVI.—Silk—								
1. Raw—								
(a) Foreign	...	...	...	...	...	...		
(b) Indian	...				...	...		
2. Silk piece-goods—								
(a) Foreign				...	...	...		...
(b) Indian	...	...						
XXVII.—Spices—								
1 Betel nuts		135	1	437	135	438		303
2 Pepper								
3 Ginger								...
4. Chillies	20	7	15	11	27	20	1	
5 Cardamoms		...						
6 Others	...	6	3	1	6	4	2	
XXVIII.—Stone and lime	25	[illegible]	50	4	104	54	50	
XXIX.—Sugar—								
1 Refined or crystallized including sugar candy	2[illegible]		13	1	26	14	11	...
2 Unrefined—								
(a) Sugar	8	2[illegible]	30	97	[illegible]	127	106	
(b) Gur rab molasses jaggery and other saccharine produce	193	95		87	287	87	200	
XXX.—Tea—								
1 Foreign								...
2 Indian					...		...	
XXXI.—Tobacco—								
1 Unmanufactured	20	[illegible]	40	1	53	41	12	
2 Manufactured—								
(a) Cigars								
(b) Other sorts			2			2		2
XXXII.—Wood—								
1 Timber unwrought	60	[illegible]	43	12	119	55	64	...
2 Manufactures	3	10	5	[illegible]	13	10	3	
XXXIII.—Wool—								
1 Raw					...			
2 Manufactured—								
(a) Carpets and rugs							...	...
(b) Piece-goods, European			...					
(c) Ditto Indian								
(d) Other sorts of manufactures								
XXXIV.—All other articles of merchandise	183	[illegible]	211	100	[illegible]	311		43
Total	5,144	[illegible]	4,610	6,814	9,317	11,424	2,646	4,762

T. SIDDLE,
Chief Auditor and Accountant.

CALCUTTA, *the 4th April 1901*

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY

Approximate Return of Traffic for week ended 16th March 1901, on 1,840 32 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds. s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	(a) 393 684	(a) 3 95 069 14 0	56 70 655 19	9,63 636 13 0	23,158 0 0	13,81,861 11 0	107,395	191,161	298,556
Or per mile of Railway		214 10 9		523 1 0	12 9 4	750 14 1			
For previous 9½ weeks of half year	3,785,660*	39 12 934 5 0*	5 21,11,040 0†	88 99,811 2 0†	2 06 509 0 0‡	1 30 19,254 7 0	1,051,398§	1,830,882§	2,891 280
Total for 10½ weeks	4 179,344	43,08 004 3 0	5,77 81,695 10	98 63 447 15 0	2 29,664 0 0	1,44,01 116 2 0	1 158 793	2,031,043	3,189,836
Comparison									
Total for corresponding week of previous year	327 899	3 46,270 15 0	50 95,489 20	9,70,534 13 0	26 291 9 0	13 43,097 5 0	99 497	203 998½	303 495½
Per mile of railway corresponding week of previous year		196 2 4	..	549 12 1	14 14 3	760 12 8			
Total for corresponding 10½ weeks of previous year	3 871,630½	41,00 458 14 6	5 57 67 604 20	1 14 68 637 1 6	3 08 391 0 9	1 58 72 467 0 9	1 100,266	2,177 534½	3,277 800½

(a) The increase is due to the movement of pilgrims

* Added No of passengers 31 881 and Rs 16,674 }
† Do. Mds 89 ,31 and deducted „ 11 720 } On account of difference between the approximate and audited figures for the week ended 19th January 1901
‡ Deducted „ 3 616 }
§ Audited figures up to 19th January 1901

1901 *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900*

Open mileage	Period	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total	Per mile of railway	Train mileage	
		No of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs A P
1 840 32*	12 days of January	47 8 6	5 51 449	81 89,264	14 01 117	31 128	19 84 034	1,078	504 795	3 14 11
1,840 32*	Week ended 19th	386 697	4 06 076	53 61 885	8 93 1 0	19 962	13 19 488	717	293 648	4 7 11
1,837 09	„ „ 26th	380 130	4 2 231	52 07,815	8 06 708	22 595	13 14 534	716	286 050	4 9 6
1 837 09	„ „ 2nd Feb	402 431	4 21 683	59 55 142	8 81 311	20 827	13 26 778	722	293 468	4 8 4
1 837 09	„ „ 9th	423 273	4 25 147	56 90 779	9 [illegible]	31 727	14 29 437	778	300 640	4 12 1
1 837 09	„ „ 16th	407 460	4 3 982	57 65 506	9 9 31	29 289	14 50 886	790	302 873	4 12 8
1 837 09	„ „ 23rd	4 6 190	4 30 074	59 20 080	9 [illegible]	23 234	13 88,007	753	304,123	4 8 9
1 837 09	„ „ 2nd March	408 412	4 11 307	5 85 249	9 [illegible] 7	32 907	14 08 741	767	297 459	4 11 9
1 840 32	„ „ 9th	392 813	4 07 236	57 34,420	9 76 103	23,420	14 01 759	762	308 271	4 8 9
1 840 32	„ „ 16th	393 684	3 95 0,0	56 70 655	9 63 637	23 158	13 81,862	751	298 556	4 10 1
	Totals up to date	4 179 344	43 08 004	5,77 81,695	98 63 448	2 29 664	1 44,01 116	780	3 189,836	4 8 3

* Audited figures

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded **1900**

Open mileage	Period	No of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs A P
1,711 61	13 days of January	590,841	6 65 195	87 89 374	18 36 800	48 519	25,48 514	1 489	534 367	4 12 4
1 711 61	Week ended 20th January	320 377	3 31 453	51 37 540	11 [illegible]	31 040	14 31 731	818	303 818	4 11 7
1,711 61	„ „ 27th	324 294	3 5 160	54 92 653	10 88 0	30 064	14 1 139	880	289 357	5 1 6
1 711 61	„ „ 3rd Feb	359 483	4 34 437	47 13 281	9 31 5	31 898	14 28 190	8 4	291 217	4 13 8
1 711 61	„ „ 10th	381 070	3,9 515	58 63 744	11 24 513	30 517	15 57 875	907	307 000	5 0 11
1,711 61	„ „ 17th „	386 114	3 8 876	56,07 254	11 11 1 7	31 416	15 49 490	905	311 727	4 15 6
1 711 61	„ „ 24th „	380 641	3 79 534	55 79 838	11 [illegible] 07	30 341	15 74 547	920	311,158	5 0 5
1 765 39	„ „ 3rd March	394 800	3 98 184	50 25,604	10 8 800	29 418	14 97 422	848	300,738	4 13 4
1,765 39	„ „ 10th „	394,113	4 14,708	51 12 821	10 31 41	20 8 7	14 72,49	834	313 033	4 11 3
1,765 39	„ „ 17th „	327 899	3 45,271	50,95 490	9 70 535	26 293	13 43 098	761	303 496	4 6 10
	Totals up to date	3 871 631	41,00 459	5 57,67,605	1 14 63 637	3 08 391	1 58,72 487	828	3,277 801	4 13 6

TARKESSUR BRANCH RAILWAY

Approximate Return of Traffic for week ended 16th March 1901, on 22 24 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train-miles run.		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching.	Merchandise	Total.
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	22 445	5,710 13 0	33,867 20	1,039 13 0	6 0 0	6 756 10 0	1 094	94	1,188
Or per mile of railway		2 6 14 4		46 1	0 4 4	303 15 1			
For previous 9½ weeks of half year	239,638*	60 151 7 0	2,82,265 10†	8 294 14 0†	75 9 0‡	68,50 5 0	10 692½	1,046½	11,797
Total for 10½ weeks	262,083	65,862 4 0	3,16,132 30	9 34 11 0	81 0 0	75 257 15 0	11,786	1,149	12,985
Comparison.									
Total for corresponding week of previous year	22,548	5,802 3 10	88,656 31	1,370 7 0	17 15 6	7,196 10 4	990	512	1,502
Per mile of railway corresponding week of previous year		261 0 2	.	61 14 3	0 13 11	323 11 0		......	
Total for corresponding 10½ weeks of previous year	261,323	64,456 1 0	3,87,012 30	10 854 7 0	110 4 6	75,390 12 6	11,280	2,767	14,067

* Deducted No. of passengers 9,568 and Rs. 948 }
† Do. Mds. 21,308 and „ 198 } On account of difference between the approximate and audited figures for the week ended 19th January 1901.
‡ Added „ 5 }
§ Audited figures up to 19th January 1901

TARKESSUR BRANCH RAILWAY—*concluded*

1901 *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900.*

Open mileage	Period	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total	Per mile of railway	Train mileage	
		No. of passengers	Rs	Mds	Rs.	Rs	Rs	Rs	No.	Rate. Rs A P
22·23*	12 days of January	3, 281	7,800	24,778	1,112	5	8,917	401	2 068	4 5 0
22·23*	Week ending 19th January	20 171	4,583	14 418	533	11	5 127	231	1,188	4 5 1
22·23	„ 26th	19,826	5 328	35 721	883	6	6,217	280	1,188	5 3 9
22·23	„ 2nd February	23 740	6,097	34 494	794	5	6,896	310	1,188	5 12 11
22 23	„ 9th „	27 159	6 610	35,816	1 001	5	7,646	344	1,188	6 7 0
22·23	„ „ 16th	31 540	8,278	35 478	992	6	9,276	417	1 158	7 12 11
22·23	„ 23rd „	37 2 3	9 316	35,352	1,055	6	10,377	417	1,320	7 13 9
22·23	„ 2nd March	21 900	5 782	33 964	956	6	6,744	303	1,221	5 8 4
22 23	„ 9th „	24,088	6 327	32 346	964	5	7,301	328	1,188	6 2 4
22 23	„ „ 16th „	22,415	5,711	31,868	1 040	6	6,757	304	188	5 11 0
	Totals up to date	262 083	65,862	3,16,133	9,335	61	75,258	316	12,925	5 13 2

* Audited figures

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded 1900

Open mileage	Period	No of passengers	Rs	Mds	Rs	Rs	Rs.	Rs	No	Rate. Rs. A P
22·23	13 days of January	38,032	8,899	35 143	1 501	16	10 416	460	2,343	4 7 1
22 23	Week ending 20th January	19 749	4 615	14 487	505	10	5 130	231	1 596	3 3 5
22 23	„ „ 27th	21 810	5 216	72 105	1,057	15	6 288	283	1 248	4 13 6
22 23	„ „ 3rd February	21,643	5 226	18 974	781	7	6,014	271	1,188	5 1 0
22 3	„ „ 10th „	22,919	5,690	5 682	1 102	5	6 797	306	1,188	5 11 7
22·23	„ 17th „	28 611	7 274	33,574	1 077	5	8 356	376	1 138	7 6 6
22·23	„ „ 24th „	23 933	5,594	33 203	1,249	7	6,850	308	1,188	5 12 3
22 23	„ 3rd March	34,442	9 953	25 410	1 014	11	10 978	494	1,386	7 14 9
22 23	„ „ 10th „	24 617	6,157	32 079	1 192	16	7 365	331	1,188	6 3 2
22·23	„ „ 17th „	23,543	5 802	63,657	1,377	18	7 107	324	1,502	4 12 8
	Totals up to date	261 323	64,426	3,87 019	10 855	110	75 391	312	14,067	5 5 9

DELHI-UMBALLA KALKA RAILWAY

Approximate Return of Traffic for week ended 16th March 1901, on 162 24 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	Number of passengers	Coaching receipts	Weight carried.	Receipts			Coaching	Merchandise.	Total
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	21 877	18 604 12 0	1,56 212 20	13 431 6 0	66 0 0	32 072 2 0	7 336	4 046	11,382
Or per mile of railway		114 10 10		82 11 7	0 6 6	197 12 11			
For previous 9½ weeks of half year ..	162 306*	1,41 177 12 0*	14,23,446 20†	1 16 347 4 0†	580 0 0‡	2,58,105 0 0	76,725§	34 901§	111 626
Total for 10½ weeks	184 183	1 59 782 8 0	15 79,659 0	1 29,768 10 0	646 0 0	2 90 197 2 0	84 061	38,947	123,008
Comparison									
Total for corresponding week of previous year	18,267½	16 551 2 9	1,33 745 30	10,784 9 7	67 6 3	27 404 2 7	8,178	3 211	11 389
Per mile of railway corresponding week of previous year		102 0 4		66 7 7	0 6 8	168 14 7			..
Total for corresponding 10½ weeks of previous year	176 759½	1 52 821 10 11	10 31 753 0	1 20,824 4 10	718 10 0	2 73,894 9 9	80,796	33,691½	114 487½

* Added No of passengers 353 and Rs 1 817 }
† Do Mds 30 204 and deducted „ 684 } On account of difference between the approximate and audited figures for the week ended 19th January 1901
‡ Deducted „ 24 }
§ Audited figures up to 19th January 1901

1901 *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900*

Open mileage	Period	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings.	Total	Per mile of railway	Train mileage.	
		No of passengers	Rs	Mds	Rs	Rs	Rs.	Rs	No.	Rate Rs. A. P.
162·24*	12 days of January	26,766	22,477	1,25 266	16 396	65	38,838	239	20,837	1 13 10
162 24*	Week ended 19th January	15 707	13 981	1 78 197	11 861	41	25 836	159	12,833	2 0 0
162 24	„ „ 26th „	14 984	11 367	1 00 116	12,508	68	23,943	148	11,096	2 2 6
162 24	„ „ 2nd February	16 998	13 806	1,63 825	12,441	67	26 314	162	10 881	2 6 8
162 24	„ 9th „	17,258	16,458	1 63 994	13 240	65	29,763	183	11,661	2 8 10
162 24	„ „ 16th „	17,720	14 911	1 51 868	12,061	65	27,037	167	10,624	2 8 6
162 24	„ „ 23rd	17,096	15,134	1,43 651	9 536	72	24,762	153	11,082	2 3 11
162 24	„ „ 2nd March ..	17,579	16 177	1,57 290	14,172	68	30 417	187	11,208	2 11 5
162 24	„ 9th	17 602	16,917	1 75 913	14,209	69	31 195	192	11,354	2 12 0
162 24	„ „ 16th „	21,8 7	18,605	1,56 212	13 421	66	32,092	198	11,382	2 13 1
	Totals up to date	184,183	1,59,783	15 79 659	1 29 768	646	2,90,197	167	123,008	2 5 9

* Audited figures.

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded 1900.

Open mileage	Period	No of passengers	Rs	Mds	Rs.	Rs	Rs	Rs	No	Rate. Rs. A. P
162·24	13 days of January	28 523	26,996	1 85 101	22,085	123	49,204	303	19,464	2 8 5
162·24	Week ended 20th January	14 317	10 685	78 419	11,799	44	22,528	139	9,671	2 5 3
162 24	„ 27th „	14 124	10 423	96 126	10 158	140	20,721	128	9,086	2 3 8
162 24	„ 3rd February	14 684	11 936	86,775	9 448	79	21,463	132	10,250	2 1 6
162 24	„ „ 10th „	16 261	13 157	1,10 165	12,368	42	25,567	158	10,029	2 5 5
162·24	„ „ 17th „	16 555	14,046	87,111	9 776	46	23,868	147	10 150	2 5 7
162·24	„ „ 24th	16 690	13 017	79 348	12 258	62	25,337	156	10,299	2 7 4
162·24	„ „ 3rd March	17 386	16,631	98 509	10 003	77	26,711	165	10,728	2 7 10
162·24	„ „ 10th „	20,054	19 378	67,050	11,645	68	31,091	192	11,902	2 9 10
162 24	„ „ 17th „	18,269	16,552	1,23 746	10,784	68	27,404	169	11,389	2 6 6
	Totals up to date ..	176,760	1 52 821	10 31,753	1,20,824	749	2,73,894	165	114,428	2 6 9

SOUTH BEHAR RAILWAY

Approximate Return of Traffic for week ended 16th March 1901, on 78 76 miles open.

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds S	Rs A P	Rs A P	Rs A P			
Total traffic for the week	13,313	6,150 4 0	59 575 30	4,705 6 0	47 0 0	10,902 10 6	1,943	735	2,678
Or per mile of railway		78 1 5		59 11 11	0 0 6	138 6 10			.....
For previous 9½ weeks of half year	108,987*	50 131 5 0*	5,23 614 10†	32 963 12 0†	383 0 0‡	83 478 1 0	18,050§	10,393§	28,443
Total for 10½ weeks	122,300	56 281 9 0	5 83 89 30	37 669 2 0	430 0 0	94,380 11 0	19,993	11 128	31,121
Comparison									
Total for corresponding week of previous year	10,992½	5 765 [illegible] 2	50,048 30	3 784 5 0	19 14 0	9,569 12 2	1,138	824½	2,362½
Per mile of railway corresponding week of previous year	..	73 3 3		48 0 0	0 4 1	121 8 1	..	..	..
Total for corresponding 10½ weeks of previous year	125,561½	61 749 12 5	5 79 084 0	44,197 13 3	258 15 6	1,06 206 9 2	16,657	7,605½	24,262½

* Added No of passengers 1 072 and deducted Rs 81 }
† Do Mds 3,969 and 1 634 } On account of difference between the approximate and audited figures for the week ended 19th January 1901
‡ Deducted " 23 }
§ Audited figures up to 19th January 1901

1901 *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900*

Open mileage.	Period	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total	Per mile of railway	Train mileage	
		Number of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs A P
78·76*	12 days of January	18 079	8 156	69 742	4 259	47	12 562	160	5,585	2 4 0
78·76*	Week ended 19th "	11 073	5,048	40 032	3,025	20	8 091	103	3 220	2 8 1
78·76	" " 26th "	9 468	4,450	54 334	3 [illegible]	42	8 036	102	2,756	2 14 7
78 76	" " 2nd Feb	9 901	4 416	52 010	3 138	43	7 597	96	2 978	2 8 10
78·76	" " 9th "	11 290	5 005	51 110	3 154	44	8,203	104	2,599	3 2 6
78·76	" " 16th "	11 259	5 009	62,713	4 148	44	9,201	117	3,108	2 15 4
78 76	" " 23rd "	12 408	5,8 7	68 043	4 626	48	10 501	133	2,678	3 14 9
78 76	" " 2nd March	12 606	5 9[illegible]	63 062	3 621	47	9 [illegible]	122	2 754	3 7 11
78·76	" " 9th "	13 013	6 141	52 959	3 478	48	9 667	123	2 756	3 8 1
78 76	" " 16th "	13 213	6 150	59 576	4 705	47	10,902	138	2,678	4 1 2
	Totals up to date	122 300	56,281	5 83 190	3[illegible] 669	430	94 380	112	31 121	3 0 6

* Audited figures

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded 1900

Open mileage.	Period	Number of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs. A. P.
78·76	12 days of January	1[illegible] 319	9 [illegible]	94 736	6 091	54	16 144	205	4 134	3 14 6
78·76	Week ended 20th "	9 895	4 425	60,658	4 231	12	8 658	110	2 226	3 14 3
78·76	" " 27th "	10 125	4 975	60 093	4 588	21	9 584	122	2 226	4 4 11
78 76	" " 3rd Feb	10 625	5 1[illegible]	56 004	4 1[illegible]	22	9 313	118	2,226	4 2 11
78·76	" " 10th "	12 247	[illegible] 109	54 [illegible]	3,[illegible]	23	9,565	121	2,226	4 4 9
78 76	" " 17th "	13 197	[illegible] 444	52 127	4 088	32	10,504	134	2,226	4 11 11
78·76	" " 24th "	12 735	6 297	45 451	3,954	24	10 275	130	2,225	4 9 10
78·76	" " 3rd March	12 922	6 573	52 791	4 8[illegible]	23	11 492	146	2,205	5 3 4
78 76	" " 10th "	1[illegible]	7 103	51 061	3 [illegible]20	28	11 051	140	2,205	5 0 2
78 76	" " 17th	10 093	[illegible],766	50,049	3 781	20	9 570	122	2,463	4 0 10
	Totals up to date	125 562	61,750	5,79,084	44 197	259	1,06 206	124	24,263	4 6 0

BENGAL AND NORTH-WESTERN RAILWAY

Approximate Return of Traffic for the week ending 30th March 1901, on 1,251 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated), including steam boat	Total earnings	Traffic Train miles run		
	No of passengers	Receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs	Mds	Rs	Rs	Rs			
Total traffic for the week on 1,251 miles open	216,030	(a)94 720	7 96,800	(b) 1,05,430	(b)17 860	2,18 010	32,908	(c)32,535	65,443
Or per mile of railway	172 69	75 71	636·94	84 28	14 28	174 27			..
For previous 11½ weeks of half year (d) ..	1,931 730	7 97 041	81 22 139	11,67 415	2 03,535	21,67,991	361,694	360,020	721,714
Total for 12½ weeks	2,147,760	8,91,761	89,18,939	12 72,845	2 21,395	23 86 001	394,602	392,555	787,157
Comparison									
Total for corresponding week of previous year on 1,158 miles open ..	153,923	57,530	11 36 3[illegible]	1,19 067	26,264	2,03 761	27,114	(e)32,310	59,424
Per mile of corresponding week of previous year ..	132 93	49 68	981 29	103 00	22 68	175·96			..
Total to corresponding date of previous year ..	1,7 7,652	7,09,221	94,97,681	12,77,600	2,20,548	22 07,378	350 450	4,23,298	773,748

(a) Increase under Coaching is due to Ram Naumi Mela at Ajodhya.
(b) Decrease under Goods and Other earnings is due to traffic last year being abnormal.
(c) Includes 2,473 miles of ballast trains run on open line
(d) " audited figures up to week ending 16th February 1901.
(e) " 2,600 miles of ballast trains run on open line.

SEGOWLIE-RAKSAUL BRANCH RAILWAY.

(Worked by the B & N.-W Railway.)

Approximate Return of Traffic for week ending 30th March 1901, on 18 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train-miles run.		
	Passengers carried	Receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
	No	Rs	Mds	Rs	Rs	Rs			
Total traffic for the week on 18 miles open ...	1,396	241	9 938	511	1	767	370	134	504
Or per mile of railway	72 00	13 39	552 11	28·39	0 83	42·61			..
For previous 11½ weeks of half year(a) ..	21,343	3,667	1,49,652	4,119	420	8,206	4,070	1,366	5,436
Total for 12½ weeks	22 639	3 908	1,59,590	4,630	4.5	8,973	4 440	1,500	5,940
Comparison									
Total for corresponding week of previous year on 18 miles open	1 214	262	10,677	266	9	526	155	97	252
Per mile of corresponding week of previous year	67 44	14 54	593 17	14 17	0 52	29·23	..	..	..
Total to corresponding date of previous year ...	17,535	3 230	1,17,737	3,645	262	7 137	2,076	1,200	3,276

(a) Includes audited figures up to week ending 16th February 1901

SEGOWLIE-RAKSAUL BRANCH RAILWAY

(Worked by the B & N.-W Railway)

Audited Return of Traffic for week ending 9th February 1901 on 18 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run		
	Passengers carried	Receipts	Weight carried	Receipts			Coaching	Merchandise	Total
	No	Rs A P	Mds	Rs. A P	Rs A P	Rs A P			
Total traffic for the period on 18 miles open	2,139	402 2 2	13,704	526 13 5	17 0 0	946 5 7	384	120	504
Or per mile of railway	118 83	22 5 5	704 67	29 4 4	0 15 5	52 9 2	..	..	..
For previous 4¾ weeks of half year ...	9 820	1 707 12 6	53 975	1,363 14 6	303 1 0	3 3,3 12 2	1,410	498	1,908
Total for 5¾ weeks	11 959	2,109 14 8	67,759	1,889 1 1	320 7 0	4 3.0 1 9	1,794	618	2,412
Comparison									
Total for corresponding week of previous year on 18 miles open	1 304	234 11 2	10,784	315 15 0	6 6 0	557 0 2	155	97	252
Per mile of corresponding week of previous year	72 44	13 0 7	599 11	17 8 10	0 5 8	30 15 1		.	......
Total to corresponding date of previous year ..	7,102	1 368 12 0	50,165	1,426 1 0	51 4 0	2,848 1 0	954	522	1,476

SEGOWLIE-RAKSAUL BRANCH RAILWAY

(Worked by the B & N.-W Railway)

Audited Return of Traffic for week ending 16th February 1901, on 18 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train-miles run		
	Passengers carried	Receipts	Weight carried	Receipts			Coaching	Merchandise.	Total.
	No	Rs A P	Mds	Rs A P	Rs A P	Rs. A P.			
Total traffic for the period on 18 miles open	2,381	408 5 5	17,209	396 2 10	27 10 0	832 2 3	365	139	504
Or per mile of railway	132 28	22 10 11	967 17	22 0 2	1 8 7	46 3 3		.	..
For previous 5¾ weeks of half year	11 959	2,109 14 8	67 759	1,889 12 1	320 7 0	4,320 1 9	1,794	618	2,612
Total for 6¾ weeks	14 340	2,518 4 1	84 968	2,285 14 11	348 1 0	5,152 4 0	2,159	757	2,916
Comparison									
Total for corresponding week of previous year on 18 miles open.	1,322	234 9 8	5,800	212 2 0	8 0 0	460 11 8	164	88	252
Per mile of corresponding week of previous year	73 44	13 0 7	322·22	11 12 8	0 4 8	25 9 3	......	......	......
Total to corresponding date of previous year	8,714	1,603 5 8	55,965	1,661 3 0	66 4 0	3,298 12 8	1,118	610	1,728

ASSAM-BENGAL RAILWAY.

Approximate Return of Traffic for the week ended 23rd March 1901 on 397 miles open for all descriptions of traffic, and an additional 181 miles for goods and parcels traffic only

	Coaching Traffic.		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings.	Traffic Train-miles run.		
	No of passengers.	Coaching receipts	Weight carried.	Receipts			Coaching.	Merchandise	Total.
		Rs. A. P	Mds s	Rs. A. P	Rs A P	Rs. A P			
Total traffic for the week	37,598	21,859 0 0	1,17,117 0	12,916 0 0	2,556 0 0	37 331 0 0	4,093	8,066	12,159
Or per mile of railway ...	94 69	53 80	202 62	24 08	4 42	82 30	10·31	13 96	24·27
For previous 11 weeks of half-year ...	439,618	3,00 619 0 0	10,95,441 0	1,43,917 0 0	26 436 0 0	4,70,972 0 0	50,681	66,315	116,996
Total for 12 weeks	477,211	3 21,978 0 0	12,12,558 0	1,57 833 0 0	28,992 0 0	5,08,303 0 0	54 774	74,381	129,155
Comparison									
Total for corresponding week of previous year ...	30,066	19,732 0 0	1,13,500 0	11,098 0 0	2,048 0 0	32,878 0 0	4,105	5,206	9,311
Per mile of railway corresponding week of previous year	75·92	40 83	250 73	25 40	3·69	79 92	10 37	11·91	22 28
Total to corresponding date of previous year	383,115	2,47,091 0 0	14,84,016 0	1,41 081 0 0	23,082 0 0	4,11 254 0 0	50,634	61,156	111,790

FINANCIAL YEAR

Approximate Statement of Gross Receipts of the Assam-Bengal Railway

Receipts for week ending 23rd March 1901			Receipts for week ending 24th March 1900			Total receipts from 1st April 1900 to week ending 23rd March 1901			Total receipts from 1st April 1899 to week ending 24th March 1900			Total increase in 1901	Total decrease in 1901.
Mean mileage worked	Receipts	Per mile worked	Mean mileage worked	Receipts	Per mile worked	Mean mileage worked	Total receipts	Per mile worked per week	Mean mileage worked	Total receipts.	Per mile worked per week		
	Rs	Rs		Rs	Rs		Rs			Rs.		Rs.	Rs.
578	37 331	82 30	437	32 878	79 92	578	17 64,606		437	15 84,133		1,80,473	

DARJEELING-HIMALAYAN RAILWAY COMPANY, LIMITED.

	Rs	A	P
Approximate earnings for the week ending 30th March 1901 ...	13,740	0	0
Audited earnings for the corresponding period of 1900 ...	16,882	0	0
Decrease ...	3,142	0	0
Receipts per mile for the week ending 30th March 1901 ...	269	6	7
Ditto for the corresponding period of 1900 ...	331	0	4
Decrease ...	61	9	9
Receipts from 1st January to 30th March 1901 ...	1,46,541	0	0
Ditto for the corresponding period of 1900 ...	1,79,209	0	0
Decrease ...	32,668	0	0

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RESOLUTION ON THE REPORT ON THE LUNATIC ASYLUMS IN BENGAL FOR THE YEAR 1900.

MUNICIPAL DEPARTMENT—MEDICAL

Calcutta, the 11th April 1901.

RESOLUTION—No. 1524Med.

READ—

Report on the Lunatic Asylums in Bengal for the year 1900.

Read also—

The Report for the year 1899 and the Resolution recorded by Government upon it.

The total number of admissions into the five native asylums in Bengal increased from 220 to 234. The increase occurred in the asylums at Dullunda, Dacca, and Patna, and was largest at Dacca, where it occurred chiefly among criminal lunatics. The same asylum shows a diminution in the number of recoveries considerably above the average, which is attributed to the large number of chronic cases of previous years remaining there. The number of criminal lunatics admitted and re admitted in the course of the year is the largest on record during the last ten years, amounting to 124. The year closed with a total of 482 criminal lunatics in confinement, a number slightly in excess of the decennial average

2. Out of the total admissions of the year, in 80 cases only were the causes of insanity traced, in 58 of these it was physical, ganja smoking being, as usual, the potent factor in a majority of the cases. The Lieutenant-Governor regrets to notice that, in spite of repeated orders from Government, no improvement has yet been attained in the preparation of the Medical History Sheet. His Honour will, however, wait to see the effect of the remarks made in paragraph 5 of the Resolution recorded on the report for 1899.

3 The improvement in the health of the inmates noticed during the last two years has unfortunately not been maintained during the year under review. The number of admissions to hospital rose from 576 to 962, the increase occurring in the asylums at Dullunda, Dacca, and Cuttack, and being attributed to the unhealthiness of the towns where the asylums are situated The average daily number in hospital fell from 86 21 to 79·01 The percentage of death shows a slight increase, viz, from 9 63 to 10 68

4. Two escapes occurred in the course of the year—one from the Dullunda Asylum and the other from Dacca. The warders in fault were punished in both instances.

5 The receipts of the five asylums amounted to Rs 9,204, viz, Rs 3,199 from paying patients and Rs 6,005 from manufactures, against Rs 2,530 and Rs 5,428 in 1899. The total expenditure increased by Rs 7,358, which is attributed to larger expenditure under the heads of Diet and Public Works

6 It has been decided to construct a central lunatic asylum by an enlargement of the asylum at Berhampore, and to close the asylums at Dullunda, Patna, and Cuttack. The work has been taken up, and will, it is hoped, be completed during the current year.

7. In the European Asylum at Bhowanipore the number of patients remaining at the close of the year was 37 Sixteen were admitted in the course of the year, being three less than in the preceding twelve months. The causes of insanity were traced in only eight cases. The health of the patients shows a slight improvement, the rate of mortality being 10 32 against 10·96 in 1899 The total expenditure rose from Rs. 20,452 to Rs 30,080, the increase occurring chiefly in Public Works charges Rs. 15,263 were contributed by Government and Rs. 14,817 received from paying patients. The female ward was, as usual, overcrowded Plans for an enlargement of this ward have been prepared, and the work will shortly be taken in hand.

8. The Lieutenant-Governor remarks with pleasure the general efficiency of the work performed by the Superintendents and their staff throughout the year.

By order of the Lieutenant-Governor of Bengal,

E N. BAKER,

Secretary to the Govt. of Bengal.

LADY MACKENZIE ZANANA HOSPITAL

No 1595Medl, dated Calcutta, the 15th April 1901

From—H. C WOODMAN, ESQ, Offg Under-Secy to the Government of Bengal, Municipal Department,
To—The Commissioner of the Bhagalpur Division.

I AM directed to acknowledge the receipt of your memorandum No 468J., dated the 12th March 1901, enclosing a memorandum from the Magistrate of Monghyr, from which it appears that Rai Camaleshwari Pershad Singh Bahadur has contributed Rs. 1,000 towards the equipment of the Lady Mackenzie Zanana Hospital, Monghyr, which was built at his expense.

2. In reply, I am to say that the Lieutenant-Governor notices with satisfaction this further instance of Rai Camaleshwari Pershad Singh Bahadur's liberality, and to request that His Honour's thanks may be conveyed to him. This letter will be published in the *Calcutta Gazette.*

WEATHER AND CROP REPORT.

For the week ending the 15th April 1901

Burdwan.—No rain. Weather very hot. Pressing of sugarcane nearly finished Fields being manured Fodder and water sufficient. Common rice selling as follows —

	Srs	
Sadar	12 to 13	per rupee
Kalna	10½	
Katwa	12⅝	
Raniganj	13	

Birbhum.—No rain Weather hot *Til* progressing Price of rice at Sadar 12 seers and at Rampur Hât 12¾ seers per rupee Fodder sufficient

Bankura.—No rain Weather hot and occasionally cloudy Pressing of sugarcane over Lands being prepared for planting sugarcane. Rain wanted for ploughing Water sufficient Fodder dear No cattle-disease reported Price of common rice at Bankura and Vishnupur 12¼ seers per rupee

Midnapore.—Rainfall at Contai 0 30. *Boro* and *til* doing well Rain wanted Sugarcane being planted. Common rice sells as follows.—

	Srs.	
Sadar	13	per rupee
Contai	13	
Tamluk	11	
Ghatal	12	

Hooghly.—No rain Rain wanted for ploughing of fields Fodder and water sufficient Common rice sells at 11 seers per rupee

Howrah—No rain Weather hot Harvesting of *boro* has begun in places in Ulubaria Fodder and water sufficient. Common rice sells at 9¾ seers per rupee.

24-Parganas.—Rainfall nil Weather seasonable Transplantation of *boro* in Barasat subdivision going on. Cattle-disease reported from Basirhat Fodder and water sufficient Common rice sells as follows —

	Srs.	
Sadar	10	per rupee
Barasat ...	10	
Basirhat . .	10	
Diamond Harbour	10½	

Nadia.—Rainfall nil Weather seasonable Lands are being prepared for autumn rice, but the progress is being retarded for want of rains Fodder and water sufficient Prices of common rice stationary

Murshidabad.—No rain Weather hot. Harvesting of *rabi* crops almost finished Prospects not favourable Cattle-disease reported from thanas Hariharpara and Doulatabad of Sadar and Bhagwangola of Lalbagh subdivisions Fodder and water sufficient. Common rice sells as follows.—

	Srs	
Sadar	18	per rupee
Jangipur	13	
Kandi	13	
Lalbagh	12½	

Jessore.—Rainfall at Narail 0 01, Bangaon 0 05 Weather very hot Pressing of sugarcane is over Rain is badly wanted for cultivation of lands Cattle-disease reported from Magura subdivision. Fodder and water sufficient Prices of all commodities are rising Common rice sells as follows —

	Srs	
Sadar	11	per rupee.
Jhenida	11	
Magura	10½	
Narail	10	
Bangaon	12$\frac{5}{16}$	

Khulna.—Rainfall at Khulna ·22, Bagerhat ·08, Satkhira nil. Weather hot. Sowing of *aus* continues Harvesting of *boro* commenced. Prospect fair. Fodder and water sufficient Common rice sells as follows .—

	Srs.	
Sadar	11½	per rupee.
Bagerhat	13	
Satkhira	10	

Rajshahi.— Weather hot. Rain urgently wanted Prospects of crops fair Fodder and water plentiful Common rice selling at 11½ seers a rupee.

Dinajpur.—Rainfall nil Weather hot Cattle-disease in the interior Fodder and water plentiful. Cultivation of *bhadoi* and jute commencing. Rain badly wanted. Rice 14 seers a rupee in town and 13 seers in mufassal.

Darjeeling—Rainfall at Darjeeling, 49, Kurseong, Siliguri, Kalimpong nil Weather—days bright and warm, evenings cloudy *Hills*—wheat, barley being harvested Potatoes progressing satisfactorily *Terai*—sowing of jute proceeding. Common rice sells as follows —

	Srs.	
Hills	9	per rupee.
Terai	13	

Bhutta sells at Darjeeling at 18 seers and at Kalimpong at 20 seers per rupee.

Jalpaiguri.—Rainfall nil. Weather seasonable. Harvesting of tobacco nearly finished Fields are being prepared for *bhadoi* and jute Common rice sells at 11 seers a rupee Fodder and water sufficient.

Rangpur.—Rainfall nil Weather very hot Rain urgently wanted Sowing of *aus* and jute going on Cattle-disease prevailing in some parts of the Gaibanda and Nilphamari subdivisions. Water and fodder sufficient. Common rice sells as follows —

	Srs	
Sadar	11	per rupee.
Gaibanda	11	
Kurigram	10	
Nilphamari	13	

Bogra.—No rain Weather hot. Sowing of *aus* and jute commenced in places. Rain urgently needed Fodder and water sufficient Common rice sells at 11 seers per rupee

Pabna.—Rain nil Weather very hot Prospects of crops fair, sowing of paddy retarded for want of rain Prices rising Fodder and water sufficient.

Dacca.—Rainfall at Sadar nil, Manikganj nil, Munshiganj 61, Naraingan 12 Weather seasonable Prospects of crops fair More rain wanted Fodder available Common rice 10 seers per rupee Cattle-disease reported from Manikganj subdivision

Mymensingh—Rainfall at Sadar 0·80, Kishoreganj 0 47 Weather overcast, during morning cloudy Rain wanted for sowing of jute and early rice. Common rice sells as follows .—

	Srs.	
Sadar	9	per rupee.
Jamalpur	8⅞	
Kishoreganj	9$\frac{1}{16}$	
Tangail	9½	
Netrakona	8½	

Faridpur.—Rainfall at Sadar 0 22, Goalundo nil, Madaripur 0 34 Weather seasonable State and prospects of crops improved Common rice sells at 11½ seers per rupee.

Backergunge—Rainfall at Sadar 0 10 Weather seasonable. Prospects of crops good Fodder and water sufficient No cattle-disease reported. Common rice (*aman*) sells at 10½ seers per rupee

Tippera.—Rainfall at Comilla 07, Chandpur 76. Weather occasionally cloudy with high winds Jute and early paddy cultivation nearly over Prospects indifferent for want of rain Fodder available Drinking water becoming scarce in places. Cattle-disease continues. Prices steady

Noakhali.—Rainfall at Sadar ·12, Feni ·08. Standing crops suffering from want of rain Sowing of *aus* continues. Cattle-disease reported from two thanas, a Veterinary Assistant deputed for treatment Fodder and water sufficient. Price of rice stationary

Chittagong.—Rainfall at Sadar 0 05, Cox's Bazar nil. Rain urgently wanted Water and fodder becoming scarce. Cattle-disease reported from several places. Common rice selling at 12½ seers per rupee.

Patna.—Rainfall nil Harvesting of *rabi* completed Threshing going on *China* sowing still in progress Fodder and water for cattle sufficient No cattle disease Common rice sells at 14½ seers a rupee in Patna.

Gaya.—Rainfall nil Harvesting of *rabi* almost completed Common rice selling at 11 seers per rupee

Shahabad.—No rain Weather seasonable Threshing of *rabi* and pressing of sugarcane going on. *China* doing well Fodder and water sufficient Rice 11 seers a rupee at Sadar

Saran.—Rainfall nil Weather seasonable Threshing and winnowing of *rabi* going on *China* being irrigated Planting of fresh shoots of sugarcane going on Sporadic cattle-disease cases in Gopalganj Fodder and water sufficient Common rice 13½ seers and maize 21 seers 14 chitaks per rupee

Champaran.—Rainfall nil Weather hot Harvesting of *rabi* still continues in some places Fields being prepared for *bhadoi* crops Fodder and water sufficient Prices of common rice and maize at Sadar are 14½ and 23 seers per rupee respectively

Muzaffarpur.—Rainfall nil *Rabi* crops being threshed New grains coming into market Prices are—Common rice 12 seers, wheat 11 seers, barley 20 seers, maize 22 seers, gram 15 seers, and *arhar* 19 seers a rupee

Darbhanga.—Rainfall nil Harvesting of *rabi* in progress Fodder and water sufficient No cattle-disease reported Common rice sells as follows —

	Srs	ch	
Sadar	15	6	per rupee
Samastipur	15	0	
Madhubani	14	15	

Monghyr.—No rain Weather seasonable Harvesting of *rabi* crops continues. Planting of sugarcane and ploughing of land going on Common rice sells as follows —

	Srs	
Sadar	12½	per rupee
Begusarai	13	
Jamui	12	

Bhagalpur.—Weather hot *Rabi* has been harvested. *Mahua* being gathered with good prospects Cattle-disease reported from Banka thana Fodder and water sufficient. Prices stationary.

Purnea.—No rain Weather seasonable Threshing of *rabi* continues Harvesting of tobacco and *rabi* crops finished. *Bhadoi* sowing in progress No cattle-disease. Fodder and water sufficient Common rice sells as follows —

	Srs.	
Sadar	13	per rupee.
Kishanganj	13	
Araria	14	

Malda.—Rainfall nil Weather hot Gathering of gram and other *rabi* crops approaching completion. *Boro* paddy is being watered Sowing of *bhadoi* going on Sporadic cases of cattle-pox reported from Tulsihatta and Nawabganj Average price of rice 13 seers per rupee Fodder and water sufficient.

Sonthal Parganas.—No rain Weather hot. *Rabi* being harvested only at Godda. Fodder and water-supply sufficient. Rice sells at 13 seers 9 chitaks and maize at 21 seers a rupee.

Cuttack.—Rainfall at Sadar nil, Jajpur 0·30, Kendrapara 1·33. Weather seasonable. *Dalua*, tobacco and *rabi* being harvested. *Achhua*, cotton and sugarcane growing. Condition of cattle generally good. Fodder and water available. Common rice sells as follows:—

	Srs.	Ch.	
Sadar	14	7	per rupee.
Jajpur	15	12	
Kendrapara	15	12	
Banki	14	14	

Balasore.—Rain nil at Sadar. Harvesting of *rabi* continues. Planting and pressing of sugarcane in progress. Ploughing continues. Rice sells at 16, 13½ and 17 seers per rupee in interior, Balasore, and Bhadrak, respectively. Fodder and water sufficient.

Angul.—Rainfall at Sadar nil, Chhendipada 0·50. Weather hot. Price of rice stationary. Fodder and water sufficient.

Puri.—Rainfall nil. Ploughing continues. *Mung* and other miscellaneous crops doing well. *Dalua* ripening. No cattle-disease. Fodder and water-supply sufficient. Price of rice detailed below:—

	Srs.	ch.	
Sadar ...	14	7	per rupee.
Khurda ...	15	12	
Interior of the district ...	15	1	

Hazaribagh.—Rainfall nil. Weather seasonable. Prospects of *mango* poor and that of *mahua* favourable. Common rice sells at Sadar 13 and at Giridih 12½ seers per rupee. Fodder and water sufficient.

Ranchi.—Rainfall 0·04. Weather seasonable. Dropping of *mahua* in full progress. Average price of common rice is 15½ seers per rupee. Cattle-disease reported from the Ranchi thana. Fodder and water sufficient.

Palamau.—Rainfall at Sadar nil. Weather seasonable. Prospects of *mahua* favourable. Fodder and water sufficient. Prices are—Rice 11 seers 4 chitaks, and *makai* 12 seers 15 chitaks a rupee at Sadar.

Manbhum.—Rainfall at Sadar nil. Weather seasonable. Prospects of crops on ground good. Fodder and water sufficient. Cattle-disease reported from Barabazar and Chas. Average price of common rice at Sadar 13 seers 4 chitaks per rupee. Supply sufficient. Report from Gobindpur not received.

Singhbhum.—Report not received.

General Summary.—Weather generally hot and almost rainless. A few light showers are, however, reported from the Dacca and Chittagong Divisions, and also from the districts of Midnapore, Jessore, Khulna, Darjeeling, Cuttack and Ranchi, but more rain is still required. Lands are being prepared for autumn rice and jute in several districts, but the progress is being retarded for want of sufficient rains. Fodder and water sufficient except in Bankura and Chittagong. Cattle-disease continues to be reported from some districts. The price of common rice has an upward tendency. It has risen in 14 districts, fallen in 8, and is stationary in the rest.

By order of the Lieutenant-Governor of Bengal,

F. A. SLACKE,

Secretary to the Govt. of Bengal.

REVENUE DEPARTMENT,

The 16th April 1901.

STOCKS OF RICE IN AND AROUND CALCUTTA.

No. 284 Statistics.—The following is published for general information.

F. A. SLACKE,
Secy. to the Govt. of Bengal.

Statement showing the Stocks of Rice in and around Calcutta during April 1901

NAMES OF MARTS.	STOCK IN HAND AS COMPILED ON—												
	1st week of April 1900.	1st week of May 1900.	1st week of June 1900	1st week of July 1900.	1st week of Aug 1900	1st week of Sept. 1900	2nd week of Oct. 1900	2nd week of Nov 1900	1st week of Dec. 1900	1st week of Jan. 1901.	1st week of Feb. 1901.	1st week of March 1901	1st week of April 1901
	Mds.	Mds.	Mds.	Mds	Mds	Mds	Mds.	Mds	Mds	Mds	Mds	Mds	Mds.
Balliaghata	9,56,000	9,25,000	5,28,000	7 72,000	8,39,000	5,48 000	4,28 000	3 55 000	2,63,000	2 06 000	4,08 500	4,12,000	3 80,000
Ultadanga	23,500	91,500	38,000	30,300	22,400	66,500	45 900	34,500	24 100	58 500	40,000	51,500	49,300
Chitpur, Golabaree, Kumartooly, Hatkhola, and Culpi Ghat	3,18,500	3 24,000	2,69 500	3,05,500	2,67 500	2 87,500	2 11 500	1 68 700	1,33,300	1,45,900	2,16,000	2,35 030	2,32,500
Pathuriaghatta, Posta, and Jorabagan.	5,300	6,400	4,000	3,300	3 300	3 400	3,600	2,500	2,300	3,780	5,400	5,430	4,300
Tallygunge, Chetla, Kidderpore, and Munshigunj.	2,62,300	2,14,700	1,89,000	1,92 500	1,70,600	1,64,200	95 000	61 700	45,900	50 600	1,38,340	1,56 130	1,84,606
Minor bazars(1)	2 40,000	2,40,000	2,40,000	2,40,000	2,40,000	2,40 000	2,40 000	2 40 000	2,40 000	2,40 000	2 41,000	2,40,000	2,40,000
Other retail shops(1)	2,50 000	2,50,000	2,50,000	2,50,000	2,50,000	2,50,000	2,50,000	2 50 000	2,50 000	2,50,000	2,50,000	2,50,000	2,50 000
Ramkristopur*	2,72,000	2,40 000	2,87,500	1,80,000	1 38,500	,23 000	99 500	95 500	76 500	66 200	1,56 500	1 44,500	1 31,500
Baidyabati Nawabganj Bhadreswar and Chandernagore †	4 575	1,275	1 150	1 551	1 100	4,425	775	3 502	5 400	4,625	5,037	3 325	15 363
Total	23,94,975	22,70,875	20,87,150	19 94 531	17 53 400	16,56 025	13 86 375	12,11 402	10 42,600	10,23,535	14,54 737	15,29,385	14,67 782
On Railway premises on both sides of the river.‡	27,226 (on 3rd April 1900)	14,093 (on 3rd May 1900)	19,465 (on 3rd June 1900.)	39,187 (on 3rd July 1900)	5,798* (on 3rd August 1900)	6,080 (on 3rd Sept. 1900.)	6 460 (on 13th Oct. 1900.)	9,340 (on 5th Nov 1900)	38,140 (on 3rd Dec. 1900.)	51,058 (on 4th Jan. 1901)	27,519 (on 3rd Feb 1900.)	51 830 (on 4th March 1901.)	31,812 (on 3rd April 1901.)
On boats not yet unloaded—													
By Port Commissioners returns.	49,989 (1st to 3rd April 1900.)	33,420 (1st to 3rd May 1900)	7,615 (1st to 3rd June 1900)	32,667 (2nd to 4th July 1900)	28,913 (1st to 3rd August 1900)	35 091 (1st to 3rd Sept 1900)	32 659 (11th to 13th Oct. 1900)	36,896 (3rd to 5th Nov 1900)	39,894 (1st to 3rd Dec. 1900)	32,788 (2nd to 4th Jan 1901)	48,866 (1st to 3rd Feb. 1901.)	42,079 (3rd to 5th March 1901)	27,287 (1st to 3rd April 1901)
By Canal returns	75 356 (1st to 3rd April 1900)	46,053 (1st to 3rd May 1900)	38 140 (1st to 3rd June 1900)	36,807 (2nd to 4th July 1900.)	73,466 (1st to 3rd August 1900.)	48,650 (1st to 3rd Sept 1900)	19,715 (on 11th to 13th Oct 1900)	48 954 (3rd to 5th Nov 1900)	31 792 (1st to 3rd Dec 1900)	84,531 (2nd to 4th Jan. 1901)	1,83,749 (1st to 3rd Feb. 1901)	1,06,854 (3rd to 5th March 1901.)	38,257 (1st to 3rd April 1901.)
Grand Total of Stocks	25,36,999	23,86,470	21,46,170	20,96,193	18,60,583	17,35,715	14,45,218	13,06,601	11,50,536	11,91,502	17 69,871	17,29,968	15,61,068

(1) Estimated as a constant quantity
* This mart is in the Howrah district, and the figures have been obtained by local enquiry.
† Figures furnished by the Collector of Hooghly.
‡ Figures furnished by the Railway authorities.

STATISTICAL DEPARTMENT,
The 18th April 1901.

F. A. SLACKE,
Secy. to the Govt. of Bengal.

Meteorological Report of the Province of

Meteorological Division	Division	District	Representative stations	Air Pressure: Highest, 8 A.M. barometer reading	Air Pressure: Lowest, 8 A.M. barometer reading	Air Pressure: Mean 8 A.M. reduced to 32°	Air Pressure: Mean reduced to sea level and constant gravity, Lat. 45°	Air Pressure: Variation from normal mean	Wind: Mean direction at 8 A.M.	Wind: Mean velocity in miles daily	Temperature: Highest of month	Temperature: Lowest of month	Temperature: Mean daily maximum temperature	Temperature: Mean daily minimum temperature	Temperature: Mean daily temperature	Temperature: Variation from normal mean
South West Bengal	Burdwan	Burdwan	Burdwan	29 996	29·811	29 887	29·936	+ 061	N58°W	55	103 4	60 2	94 3	65·9	80 6	—0·5
			Raniganj	29·747	29 565	29 639	29·931	—	N50°W	29	103·0	58 4	92 7	65·9	79 3	—1 0
		Birbhum														
		Bankura	Bankura	29 798	29 617	29 7[illegible]	29 930	—	N70°W	37	101 6	60 7	92·7	67 8	80 3	—0·8
		Midnapore	Midnapore	29 948	29 766	29 848	29 937	+ 051	N80°W	87	103 3	60 7	93 7	67 4	80 1	—1·9
		Hooghly														
		Howrah														
	Presidency	24 Parganas	Saugor Island	30 057	29 880	29 [illegible]63	29 932	+ 058	S81°W	270	97 4	65 6	88 0	74 2	81 1	0
		Calcutta	Calcutta	30 078	29 880	29 9[illegible]0	29·937	+ 059	S88°W	113	100 7	59 1	92 7	67 9	80 3	+0 3
		Nadia	Krishnagar	30 053	29 849	29 943	29 939	—	N86°W	45	100 9	55 5	92 6	63 5	78 2	—0·3
		Murshidabad	Berhampore	30 035	29 83	29 913	29·930	+ 061	N86°W	25	100 3	56 2	92 1	63 7	77·9	—1 5
		Jessore	Jessore	30 046	29 855	29 933	29 920	— 040	Calm	33	102 0	56 6	92 7	64 6	78 7	—1 8
		Khulna														
North Bengal	Rajshahi	Rajshahi	Rampur Boalia	30 018	29 811	29 906	29 927	+ 063	N56°W	32	98 1	55 1	90 4	62 5	78 4	—0 3
		Dinajpur	Dinajpur	29 983	29 751	29 849	29 931	+ 063	N80°W	210	98 3	40 9	89 9	57 9	73 9	—1 5
		Jalpaiguri	Jalpaiguri	29 808	29 597	29 703	29 916	+ 072	N1°E	40	92 9	52 1	85 4	59 1	73 3	+0·3
		Darjeeling	Darjeeling	23 134	22 972	23 005	—	+ 007	N79°E	108	63 5	35 0	56 7	41 5	48 7	—1·3
		Cooch Behar	Cooch Behar	29 943	29 79[illegible]	29 837	29 955	—	N83°E	52	93 5	54 2	85 4	60 1	72 8	—
		Rangpur	Rangpur	29 959	29 75[illegible]	29 910	29·942	+0 63	S51°E	(a) 85	96 2	58 1	88 4	(f) 59 7	(f) 74 0	+0 1
		Bogra	Bogra	30 013	29 85	( ) 29 916	(c) 29 931	—	?	?	100 6	53 2	( ) 91 1	(e) 61 1	(e) 76 1	—0 5
		Pabna	Sirajganj	30 031	29 81	29 913	29 913	+ 037	N17°W	16	101 1	54 4	92 3	61 9	77 1	+0·9
East Bengal	Dacca	Dacca	Narayanganj	30 046	29 861	29 953	29 928	+ 036	S21°W	84	97 6	53 3	91 3	66 1	78 8	—0 5
		Mymensingh	Mymensingh	30 003	29 850	29 916	29 928	+ 032	S72°E	19	98 9	54 2	89 0	62 3	75 7	+0 4
		Faridpur	Faridpur	30 058	29 84[illegible]	29 937	29 931	+ 032	S	24	100 8	50 5	91 0	62 2	76 6	+0·2
		Backergunge	Barisal	30 055	29 886	29 969	29 927	+ 057	S41°W	81	98 [illegible]	57 [illegible]	92 1	67 6	79 9	+1 3
	Chittagong	Tippera	Comilla	30 046	29 8[illegible]4	29 957	29·941	—	S1°E	113	99 8	55 0	93 0	65 1	79 1	+1 5
		Noakhali	Noakhali	30 024	29 88	29 948	29 988	—	N31°W	81	105 4	53 6	93 8	64 7	79 3	+2 7
		Chittagong	Chittagong	29 970	29 811	29 903	29 910	+ 096	N78°E	121	97 5	55 6	91 4	65 4	78 4	+1·5
		Chittagong Hill Tracts.														
Bihar	Patna	Patna	Bankipore	29 917	29 731	29 795	29 937	+ 059	S64°W	98	97 3	52 4	87 9	63 1	75 5	—1 9
		Gaya	Gaya	29 725	29 52[illegible]	29·603	29 943	+ (59	S27°W	(a) 155	100 7	52 8	91 0	64 3	77 6	—2 3
		Shahabad	Dehri	29·742	29 51[illegible]	29 622	29 940	+ 053	S19°W	114	93 9	55 1	89 5	65 [illegible]	77 4	—0 3
			Buxar	29 859	29 661	29 738	29 938	+·060	S63°W	130	93 0	51 [illegible]	89 0	62 7	75 9	—1 4
			Arrah	29 897	29 713	29 7[illegible]4	29·923	—	S82°W	67	98 5	51 0	88 [illegible]	61 4	75 0	—2·0
		Saran	Chapra	29 916	29 72	29 790	29 932	—	S50°W	66	97 4	[illegible]1 7	89 0	60 8	74 9	—1 2
		Champaran	Motihari	29 879	29 66	29 755	29 944	—	N87 E	78	95 0	48 0	86 9	57 3	72 1	—1 3
		Muzaffarpur	Muzaffarpur	29 940	29 74	29 8[illegible]3	29 941	—	N53°E	19	94 2	50 1	86 4	59 7	73 1	—
		Darbhanga	Darbhanga	29 936	29 711	29 804	29 930	+ 059	S27°W	79	95 1	54 8	86 7	61 3	74 0	—1 5
	Bhagalpur	Monghyr														
		Bhagalpur	Bhagalpur	29 983	29 72	29 815	29·983	+ 072	S59°W	68	98 4	53 2	87 6	62 1	75 8	—1·1
		Purnea	Purnea	29 973	29 751	29 817	29 931	+ 063	N63°E	81	97 0	52 5	88 3	59 3	73 8	—1 5
		Malda	Malda	30 024	29 793	29 902	29 [illegible]38	—	N51°W	54	98 2	52 1	90 1	63 4	75 3	—0 8
		Sonthal Parganas	Naya Dumka	29 591	29 40	29 481	29 011	+ 075	N54°W	(a) 20	90 5	55 0	91 0	64 2	77 6	—0·9
Orissa	Orissa	Cuttack	Cuttack	30 084	29 836	29 914	29 938	+ 0[illegible]8	S[illegible]6° W	48	102 4	68 7	96 2	71 2	83 7	—1 1
			False Point	30 079	29 915	29 917	29 940	+ 056	N89 W	183	98 5	61 0	87 5	69 5	78 4	—1 6
		Balasore	Balasore	30 072	29 843	29 910	29 942	+ 074	S55°W	131	103 0	59 1	92 9	67 5	80 2	—0·3
			Short's Island													
		Puri	Puri	30 080	29 91[illegible]	29 978	29 941	—	N70°E	237	91 2	65 6	87·9	74 3	81 1	—
			Gopalpur	30 077	29 91[illegible]	29 077	29 938	—	N05°W	287	91 3	66 1	87 5	71 4	79 5	—
Chota Nagpur	Chota Nagpur	Hazaribagh	Hazaribagh	28 058	27 910	27 904	29 951	+ 049	S65°W	7	95 2	52 4	85 6	62 8	74·2	—2·1
		Ranchi	Ranchi	27·925	27 788	27·840	29 947	+ 081	N 4°W	140	93·9	54 2	84 7	62 4	73 6	—1·6
		Palamau	Daltonganj	29 370	29·171	29 254	29 [illegible]61	—	S38°E	85	100 1	46 5	90 6	57 4	74 0	—
		Manbhum	Purulia	29 363	29 095	29 148	29 929	—	N70°W	23	100 6	57 6	91 3	65 6	78 5	—
		Singhbhum	Chaibassa	29 313	29 152	29 213	29 [illegible]42	—	N56°W	34	99 2	57 5	90 [illegible]	61 4	77 0	—2 6
Assam	......	Sibsagar	Sibsagar	29 781	29·570	29 687	29 991	+ 051	N45°E	71	88·7	53 9	80 5	59 9	69 8	+0·1
		Goalpara	Dhubri	29 974	29 77[illegible]	29 871	29 946	+ 062	N67°E	110	96 1	58 8	86 5	61 3	74 1	—1·2
		Cachar	Silchar	29·968	29 858	29·906	29·965	+·042	E	95	99 0	55 4	92 5	61 6	77·0	+2·7

(a) Mean of 30 days. (b) Mean of 29 days. (c) Mean of 28 days.

Bengal for the month of March 1901.

HUMIDITY		CLOUD.			DISTRICT OBSERVATIONS										
					RAINFALL—										
					Of month					Since 16th October 1900					
Mean, 8 A.M.	Variation from normal mean.	Mean cloud amount, 8 A.M.	Variation from normal mean, 8 A.M.	Rain fall	Mean of district	Normal mean	Variation from mean	Number of rainy days	Normal mean number of rainy days	Mean of district	Normal mean	Variation	Mean number of rainy days	Normal mean number of rainy days.	DISTRICT.
61	—9	1 7	—0 3	Nil	0 05	1 20	—1 15	0 20	1 98	2 90	4 78	—1 88	6 21	6 87	Burdwan
51	—	1 0	—	0 01											
					0 26	0 96	—0 70	0 50	1 54	2 30	4 27	—1 97	4 56	6 56	Birbhum
47	—	1'7	—	0 14	0 04	1 13	—1 09	0 20	1 97	4 83	4 46	+0 37	8 43	6 98	Bankura
68	—	(a) 1 1	—	1 11	0 27	1 47	—1 20	0 50	2 30	6 89	6 06	+0 83	10 09	7 67	Midnapore
					0 06	1 24	—1 18	0 33	2'28	3 39	5 29	—1 90	8 88	7 91	Hooghly.
					Nil	1 25	—1 25	0 00	2 41	3 62	5 21	—1 59	5 86	8 36	Howrah
78	—12	2 5	—1 7	0 08	0 05	1 48	—1 43	0 29	2 30	5 24	6 07	—1 43	5 64	8 68	24-Parganas.
73	—8	(a) 2 3	—0 2	Nil	Nil	1 57	—1 57	0 00	2 30	3'32	6 36	—3 04	4 95	8 86	Calcutta
58	—	1 5	—	0 15	0 26	1 70	—1 44	0 60	2 41	2 16	5 81	—3 65	4 54	7 50	Nadia
60	—9	1 4	—1 0	0 50	0 30	1 06	—0 76	1 00	1 83	1 58	4 55	—2'97	3 83	6 76	Murshidabad
71	—11	1 4	—1 7	Nil	Nil	2 02	—2 02	0 00	3 00	1 48	6 78	—5 30	3 02	8 64	Jessore
					Nil	2 01	—2 01	0 00	2 82	1 47	7 01	—5 54	2 92	9 30	Khulna
58	—	0 7	—	0 17	0 11	1 07	—0 96	0 67	1 70	0 80	3 93	—3 13	2 73	6 07	Rajshahi
68	—	1 2	—	0 10	0 19	0 67	—0 48	0 75	1 10	1 24	3 00	—1 76	3 58	5 12	Dinajpur
76	—	0 6	—	0 59	0 44	1 35	—0'91	1 50	1 90	1 93	4 16	—2 23	5 13	6 31	Jalpaiguri.
76	+10	(b) 2 5	—2 2	2 34	1 47	1 84	—0 37	3 75	3 1[illegible]	3 81	6 55	—2 74	8 18	9 89	Darjeeling.
78	—	2 0	—	0 64	0 45	1 64	—1 19	1 75	2 41	2 12	4 [illegible]	—2 43	5 67	6 77	Cooch Behar.
72	—	(b) 0 3	—	0 17	0'29	1 34	—1 05	1 00	1 [illegible]7	1 00	3 98	—2 89	3 59	5 22	Rangpur.
(c) 62	—	(c) 0 9	—	0 23	0 14	1 13	—0 99	0 50	2 0[illegible]	0 45	4 73	—4'28	1 39	6 54	Bogra
71	—	?	—	0 08	0 20	1 49	—1 29	0 50	2 [illegible]8	1 33	5 32	—3 99	2 03	8 40	Pabna
77	—3	(c) 2 5	—0 8	0'61	0 39	2 69	—2 30	1 00	3 68	1 25	7 63	—6 38	3 13	10 46	Dacca
68	—	?	—	1 12	0 23	1 97	—1 74	0 75	3 00	0 94	5 83	—4 89	1 60	8 28	Mymensingh.
74	—	(a) 1 2		0 40	0 52	2 46	—1 94	1 33	3 63	1 61	7 [illegible]6	—5 55	3 48	9 79	Faridpur
78	—	(a) 2 5	—	1 56	0 75	2 13	—1 38	1 17	3 04	4 18	7 78	—3'60	5 63	9 83	Backergunge
72	—	2 5	—	0 35		3 10			3 [illegible]0		7 37			10 53	Tippera
71	—	1 9	—	0 03	0 26	3 40	—3 14	0 50	3 78	2 50	10 21	—7 65	3 77	10 62	Noakhali
72	—12	(a) 1 8	—2 4	0 30	0 36	2 35	—1 99	0 50	2 56	1 18	9 04	—7 86	2 70	9 81	Chittagong
					0 08	3 55	—3 47	0 00	4 04	0 71	9 83	9 12	3 15	12 83	Chittagong Hill Tracts
56	+4	0 9	—1 2	0 48	0 47	0 42	+0 05	1 00	0 87	3 58	3 08	+0 50	6 30	5 07	Patna
50	+10	1 7	—0 4	0 22	0 31	0 50	—0 19	1 00	0 95	5 42	2 90	+2 52	7 05	5 18	Gaya
56	—	1 3	—	0 25											Shahabad
57	—	1 3	—	0 54	0 65	0 41	+0 24	1 00	0 93	6 94	3 24	+3 70	8 40	5 17	
63	—	0 8	—	0 70											
65	—	1 2	—	0 61	0 39	0 30	+0 09	1 00	0 81	3'91	2 80	+1 02	7 43	4 82	Saran
82	—	0 6	—	0 66	0 56	0 45	+0 11	1 25	0 91	3 90	2 84	+1 18	7 79	4 76	Champaran.
78	—	0 3	—	0 50		0 42			0 82		2 08			4 40	Muzaffarpur
64	+10	0 4	—0 6	0 45	0 56	0 40	+0 16	1 00	0 77	2 57	2 49	+0 08	5 20	4 28	Darbhanga
					0 17	0 43	—0 26	0 60	0 66	3'21	2 91	+0 30	5 40	4 35	Monghyr.
56	—	0 8	—	0 36	0 36	0 46	—0 10	0 83	0 91	2 28	2 82	—0 54	4 83	4 72	Bhagalpur
(b) 73	+13	1 1	—0 4	0 64	0 50	0 59	—0 09	1'00	0 99	1'98	2 77	—0 79	4 08	4 27	Purnea
66	—	1 1	—	0'09	0 21	0 63	—0 42	0 75	1 10	1 37	3 33	—1 96	2 86	4 94	Malda.
50	—	1 4	—	0 81	0'30	0'72	—0 42	0 43	1 30	2 43	3 38	—0 95	4 13	5 34	Sonthal Parganas
75	+1	(b) 1 7	—0'2	Nil	0'23	1 20	—0 97	0'75	2 07	5 46	7 48	—2 02	7 66	9 1[illegible]	Cuttack.
84	—6	(a) 2 3	—0 8	0 20											
77	—	1 4	—	0 69	0 82	1 46	—0 64	1 86	2 10	5 28	6 39	—1 11	7 57	9 11	Balasore
															Shortt's Island
79	—	1 4	—	0 24	0'21	0 87	—0 66	0'60	1 59	7 07	9 06	—1 99	7 87	9 51	Puri.
74	—	0 3	—	0 19											
45	+4	1 4	—0 2	0 35	0 43	0'83	—0 40	1 00	1 65	5 53	4 00	+1 53	8 35	6 50	Hazaribagh.
51	—	1 7	—	0 44		1'15			2 27		4 14			7 32	Ranchi
51	—	0 6	—	0'20	0 18	0 60	—0 42	1 15	1 43	7 17	3 54	+3 63	9 02	6 21	Palamau
58	—	1'0	—	0 32	0 13	1 03	—0 90	0 83	1 02	5 43	3 92	+1 51	6 88	7 06	Manbhum.
71	—	1 1	—	0 21	0 54	1 13	—0 59	1'25	2 13	9 56	4'65	+4'91	9 74	7 01	Singhbhum.
90	+1	(k) 4 2	—1'8	0'06											Sibsagar.
78	—1	1'9	—0 8	0'61											Dhubri.
69	—16	(h) 2'6	—1 8	0 57											Cachar.

(f) Mean of 25 days. (h) Mean of 24 days. (k) Mean of 18 days.

Table of Rainfall recorded at stations

Meteorological Division	Division	District	Station	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
SOUTH WEST BENGAL	Burdwan	Burdwan	Kalna																				
			Burdwan																				
			Katwa									0·2											
			Raniganj																				
			Mankur																				
		Birbhum	Suri								0·02	0·18											
			Hetampur																				
			Rampur Hat									[illegible]											
			Bolpur																				
			Murarai									0·24											
			Labpur									0·31											
		Bankura	Bankura								0·02												
			Vishnupur								0·02												
			Maliara																				
			Khatra																				
			Indas																				
			Kotalpur																				
			Onda																				
			Gangajalghati																				
			Raipur																				
			Sonamukhi									0·02											
		Midnapore	Contai																				
			Tamluk																				
			Midnapore								1·18												
			Ghatal																				
			Kukrahaty																				
			Garhbeta																				
			Panskura								0·04												
			Dantan								0·50												
		Hooghly	Serampore									0·19											
			Hooghly																				
			Arambagh (Jahanabad)																				
		Howrah	Howrah																				
			Moheshrekha																				
			Uluberia																				
	Presidency	24 Parganas	Saugor Island																				
			Diamond Harbour																				
			Budge Budge																				
			Canning Town																				
			Alipore (Obsy.)																				
			Barrackpore									0·14											
			Dum Dum																				
			Barasat									0·16											
			Basirhat																				
		Nadia	Ranaghat																				
			Krishnagar									0·15											
			Chuadanga									0·14											
			Meherpur								0·01												
			Kushtia									0·08											
		Murshidabad	Kandi									0·20											
			Berhampore									[illegible]											
			Lalbagh									[illegible]											
			Azimganj									0·21											
			Jangipur									0·11											
			Lalgola									0·15											
			Akriganj									0·25											
			Patkabari																				
			Dumkal									0·38											
		Jessore	Narail																				
			Jessore																				
			Jhenidah																				
			Magura																				
			Bangaon																				
		Khulna	Satkhira																				
			Bagerhat																				
			Khulna																				
			Kaliganj																				
			Nakipur																				
			Dumaria																				
			Rampal																				
			Kalaroa																				
			Paikgacha																				
			Mollahat																				
			Morelganj																				
			Tala																				
NORTH BENGAL	Rajshahi	Rajshahi	Boalia									0·10											
			Nator									0·16											
			Naugaon									0·02											
			Lalpur									0·15											
			Manda																				
			Mahadebpur																				
		Dinajpur	*Nithpur*																				
			Nawabganj																				
			Gangarampur								0·08												
			Churaman								0·30												
			Raiganj								0·35												
			Dinajpur								0·10												
			Balurghat																				
			Thakurgaon								0·97												
			Setabganj								0·70												
			Ramganj								0·56												
		Jalpaiguri	Jalpaiguri								0·64												
			Alipur Duar								0·40												
			Falakata								0·25	0·21											
			Dolnganj								0·13	0·11											
			Bhagatpur (Nagrakatta)							0·05	0·24												
			Kalchini							0·08	0·39												0·02
			Buxa							0·20	0·08												
		Darjeeling	Siliguri						0·50														
			Darjeeling						0·07	0·72	0·8[illegible]	0·37											
			Kalimpong								0·63	0·10											
			Mungpoo							0·13	0·67	0·11											
			Kurseong							0·11	0·42												
			**Pedong*			0·08	...	0·92	0·07														

...in Bengal in March 1901.

21	22	23	24	25	26	27	28	29	30	31	Number of rainy days	Average number of rainy days	Total rainfall for the month	Average rainfall for the month	Heaviest rainfall during month	Total rainfall from 18th Oct. 1900 to 31st Mar. 1901	Average rainfall from 18th Oct. up to 31st Mar.	Station	District	Division	Meteorological Division
											Nil	2 15	Nil	1 38	Nil	2 28	5 21	Kalna	Burdwan	Burdwan	South-West Bengal
											Nil	2 21	Nil	1 8	Nil	3 29	5 2	Burdwan			
											1	2 08	0 26	1 21	0 2	3	5 31	Katwa			
			0 01								Nil	1 8	0 01	0 82	0 01	3 90	4 91	Raniganj			
											Nil	1 40	Nil	0 86	Nil	3 1	3 6	Mankur			
											1	1 1	0 30	0 9	0 48	2 41	4 1	Suri	Birbhum		
											Nil	1 45	Nil	0 74	Nil	2 17	3 15	Hetampur *			
											1	1 22	0 12	0 90	0	1 10	4 32	Rampur Hât			
				0 03							Nil	1 90	0 63	1 26	0 1	8	4 31	Bolpur			
											1	?	0 94	?	0	0 91	?	*Mayurs*			
											1	?	0 31	?		2 1	?	*Labpur*			
			0 14								1	1 87	0 14	1 18	0 1	5 41	4 73	Bankura	Bankura		
											Nil	2 41	0 02	1 3	0 1	72	4 71	Vishnupur			
											Nil	1 81	Nil	0 71	Nil	70	3 78	Maliara			
											Nil	2 07	Nil	1 30	Nil	[illegible]	4 92	Khatra			
			0 02								Nil	2 01	0 02	1 21	0 02	3 8	4 00	Irdas			
											Nil	1 8	Nil	1 3	Nil	3 1	4 80	Kotalpur			
											Nil	2 09	Nil	0 51	Nil	[illegible]	4 08	Onda			
											Nil	1 73	Nil	0 87	Nil	3 5	3 90	Gangajalghati			
											Nil	2 30	Nil	1 60	Nil	41	6 21	Raipur			
			0 10								1	1 50	0 18	0 53	0 1	4	4 70	Sonamukhi			
0 17											1	1 9	0 17	1 1	0 17	4 80	8 05	Contai	Midnapore		
											Nil	2 1	Nil	1 70	Nil	5 31	6 20	Tamluk			
0 25											2	2 1	1 19	1	1	4 16	6 01	Midnapore			
											Nil	2	Nil	1	Nil	1 12	4 73	Ghatal			
											Nil	2 3	Nil	1 18	Nil	4 64	5 69	Kukrahaty			
											Nil	2 00	Nil	1 84	Nil	4	5 20	Garhbeta			
0 04											Nil	?	0 08	?		4 1	?	*Panskura*			
0 17											2	?	0 67	?	0 1	8	?	*Dantan*			
											1	2 10	0 19	1 94	0 1	3 18	5 79	Serampore	Hooghly		
											Nil	[illegible]	Nil	1 2	Nil	2	5 18	Hooghly			
											Nil	2 4	Nil	1 27	Nil	1 12	4 91	Arambagh (Jehanabad)			
											Nil	2 1	Nil	1 31	Nil	3 7	5 64	Howrah	Howrah		
											Nil	2 1	Nil	1 1	Nil	4 00	4 76	Mohesrekha			
											Nil	?	Nil	?	Nil	3 77	?	*Uluberia*			
0 06											Nil	1 D	0 08	1 94		6 24	9 09	Saugor Island	24-Parganas	Presidency	
											Nil	2 28	Nil	1 41	Nil	3 83	6 70	Diamond Harbour			
											Nil	?	Nil	?	Nil	5 58		*Budge Budge*			
											Nil	2 10	Nil	1	Nil	18	6 60	Canning Town			
											Nil	2 30	Nil	1	Nil	2	6 36	Alipore (Obsy.)			
											1	2	0 14	1 4	0 1	3 80	5 91	Barrackpore			
											Nil	1	Nil	1 1	Nil		5 84	Dum Dum			
											1	3	0 1	1 31	0 1	4 71	6 18	Barasat			
											Nil		Nil	1 8	Nil	2	6 18	Basirhat			
											Nil	2	Nil	1 53	Nil	6	7	Ranaghat	Nadia		
											1	2 00	0 1	1 33	0 1	2 9	5 32	Krishnagar			
											1	1	0 14	1	0 1	0	6 02	Chuadanga			
											Nil		0 01	2 03	Nil	1 1	5 83	Meherpur			
											1	2	0 08	1 8	0	1	6 29	Kushtia			
											1	1 90	0 20	1 01		1 1	4 76	Kandi	Murshidabad		
											1	1	0 30	1	0	1 74	4 60	Berhampore			
											1	1 7	0	0	0	1 1	4 24	Lalbagh			
											1	1	0 21	0	0 2	1	4 11	Azimganj			
											1	2 1	0 19	0	0 1	3	3 8	Jangipur			
											1	1 78	0 1	1 01	0 1	1 4	65	Lalgola			
											1	2 2	0 27	1 3	0	1 12	5 31	Akriganj			
												1 2		0			4 00	Patkabari			
											1	2	0 18	1 45	0 18	1 21	4 71	Dumkal			
												08	Nil	1 98	Nil	0 8	7 1	Narail	Jessore		
											Nil	3	Nil	2 15	Nil	1 87	7 8	Jessore			
											Nil	2 98	Nil		Nil	1 14	6 73	Jhenidah			
													Nil		Nil	1 08	6 30	Magura			
											Nil		Nil	1 61	Nil	1 74	6 02	Bangaon			
											Nil	2 9	Nil	2	Nil	0	6 67	Satkhira	Khulna		
											Nil	2 50	Nil	1 79	Nil	1 98	7 50	Bagerhat			
											Nil	3 04	Nil	0	Nil	1 07	6 84	Khulna			
											Nil	?	Nil	?	Nil	2 1	?	*Kaliganj*			
											1	?	0 18	?	0 18	2 01	?	*Nakipur*			
											Nil	?	Nil	?	Nil	2 9	?	*Dumuria*			
											Nil	?	Nil	?	Nil	[illegible]	?	*Rampal*			
											Nil	?	Nil	?	Nil	1 5	?	*Kalaroa*			
											Nil	?	Nil	?	Nil	2 9	?	*Paikgacha*			
											Nil	?	Nil	?	Nil	1 8	?	Mollahat			
											Nil	?	Nil	?	Nil	1 38	?	*Morellganj*			
											Nil	?	Nil	?	Nil	1 1	?	*Tala*			
											1	1 6	0 10	0 53	0 10	—	3 94	Boalia	Rajshahi.	Rajshahi	North Bengal
											1	1 96	0 16	1 00	0 16	0 2	4 87	Nator			
0 15											1	1 7	0 17	1 16	0 1	0 9	3 58	Naugaon			
											1	2 20	0 16	1	0 1	1 03	4 58	Lalpur			
											Nil	1 50	Nil	0 84	Nil		2 86	Manda			
											Nil	1 2	Nil	0 8	Nil	0 4	3 44	Mahadebpur			
											Nil	?	Nil	?	Nil	0 91	?	*Nithpur*	Dinajpur		
												?		?			?	*Nawabganj*			
											Nil	?	0 08	?	0 08	1 41	?	*Gangarampur*			
											1	1 12	0 30	0	0 30	1	2 52	Churaman			
											1	1 10	0 8	0 62	0	1 2	2 60	Raiganj			
											1	1 24	0 10	0 87	0 10	1 10	3 88	Dinajpur.			
0 01											Nil	1	0 01	0 66	Nil	0 30	2 99	Balughat			
											1	?	0 37	?	0 3	2 4	?	*Thakurgaon*			
											1	?	0 70	?	0 0	2 00	?	*Sitabganj*			
											1	?	0 66	?	0	2 18	?	*Ramganj*			
											1	1 95	0 64	1 50	0	2 6	5 07	Jalpaiguri	Jalpaiguri.		
											1	2 10	0 40	1 61	0 40	2 8	4 57	Alipur Duar			
											2	2 10	0 40	1 25	0 8	1 8	3 42	Falakata			
											2	1 44	0 4	1 00	0 1	2 5	3 54	Debiganj			
		0 25						0 03			2	?	0 57	?	0	1 68	?	*Bhagatpur (Nagrakatta)*			
	0 02	0 01									1	?	0 30	?	0 39	2 77	?	Kalchini.			
0 40	0 14		0 50								4	4 26	1 37	3 04	0 70	6 45	10 51	Baxa	Darjeeling.		
		0 10									2	2 08	0 60	1 22	0 0	4 01	4 21	Siliguri			
0 78		0 62	0 03						0 15		6	1 38	2 34	1 6	0 85	4 37	6 81	Darjeeling.			
0 36		0 05					0 41				4	2 80	1 58	1 46	0 63	2 66	4 64	Kalimpong			
0 30			0 15					0 24			6	?	1 60	?	0 67	3 47	?	*Mungpoo*			
		0 44									3	?	0 97	?	0 44	3 02	?	*Kurseong.*			
0 37	0 22	0 06				0 01	0 05	0 17	0 03		4	?	2 09	?	0 92	3 89	?	*Pedong.*			

Table of Rainfall recorded at stations

Meteorological Division.	Division	District	Station	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
North Bengal	Rajshahi—*concluded*	Tibet	Yatung						0 [illegible]		1 08	1·00				0·14	0 20	0 05					0·18
		Cooch Behar	Dinhatta								0 11	0 26											
			Cooch Behar								0 36	0·28											
			Mekliganj								0 38												
			Mathabhanga								0 20	0·20											
			Fulbari									0 43											
		Rangpur	Bhawaniganj (*Gaibanda*)									0 01											
			Rangpur								0·17												
			Peerganj																				
			Kurigaon								0 22												
			Gobindganj																				
			Bagdogra (*Nilphamari*)								0 49	0·36											
			Ulipur								0 17	0 04											
			Sunderganj								0·17												
		Bogra	Sherpur									0 05											
			Nowkhilla									0 20											
			Bogra									0 07											
			Panchbibi																				
		Pabna	Pabna									0 32											
			Serajganj									0 08											
East Bengal	Dacca	Dacca	Munshiganj																				
			Dacca									0 35											
			Narayanganj									0·94											
			Manikganj									0 17											
			Jaydebpur									0 08											
		Mymensingh	Kishorganj									0·06											
			Atia (*Tangail*)									0 11											
			Mymensingh									0 15											
			Jamalpur									0 06											
			Netrakona								0 12												
			Subarnakhali																				
			Durgapur																				
			Sherpur Town																				
			Diwanganj																				
			Nalitabari																				
		Faridpur	Madaripur																				
			Faridpur									0 36											
			Goalundo									0 67											
		Backergunge	Patuakhali																				
			Pirojpur																				
			Barisal																				
			Gaurnadi																				
			Bhola																				
			Doulatkhan																				
			Bauphal																				
	Chittagong	Hill Tippera	Agartala																				
		Tippera	Comilla																				
			Chandpur																				
			Brahmanbaria									0·20											
			Ramchandra-pur																				
			Nasirnagar																				
			Daudkandi																				
			Kasba																				
			Laksam																				
		Noakhali	Noakhali																				
			Fenny																				
			Harishpur																				
			Ramganj																				
			Chhagalnaya																				
			Hatya																				
			Lakhmipur																				
		Chittagong	Cox's Bazar																				
			Chittagong																				
			Kutubdia																				
			Satkania																				
			Kodala																				
			Fenoa																				
			Mirsarai																				
		Chittagong Hill Tracts	Rangamati																				
			Bundarban																				
			Barkal																				
Bihar	Patna	Patna	Patna								0 48												
			Dinapore								0 58												
			Bihar								0 18												
			Barh								0 50												
			Bikram								0 57												
			Hilsa								0 50												
		Gaya	Aurungabad								0 16												
			Gaya								0 22												
			Nawada								0·17												
			Jahanabad								0 47												
			Arwal								0 56												
			Daudnagar								0 82												
			Sherghati								0 16												
			Rajauli																				
			Pakri Barawan																				
			Deo								0 32												
		Shahabad	Buxar								0 54												
			Dehri						0 01		0·24												
			Bhabhua								0 42												
			Sasaram								0 70												
			Arrah								0 80												
			Mohanea								1 20												
			Khiri						0 25														
			Ageaon								0 85												
			Ramagar								0 48												
			Koath								0 64												
			Sikraul								1 10												
			Bassowan								1 65												
			Monaharpur								0 77												
			Chausa								0 57												

n Bengal in March 1901—*continued*

21	22	23	24	25	26	27	28	29	30	31	Number of rainy days	Average number of rainy days.	Total rainfall for the month.	Average rainfall for the month	Heaviest rainfall during the month	Total rainfall from 16th Oct 1900 up to 31st March 1901	Average rainfall from 16th Oct. up to 31st March.	Station	District	Division	Meteorological Division
0·05			0 48	0 30	0 10	0 30			0 00		10	?	4 48	?	1 08		?	Yatung	Tibet	Rajshahi—*concluded*	NORTH BENGAL,—*concluded.*
											2	2 58	0 87	1 70	0 26	1·86	4 65	Dinhatta	Cooch Behar		
											2	2 87	0 64	1 69	[illegible]	2 79	4 48	Cooch Behar			
											1	2 17	0 38	1 29	0 38	1 84	4 14	Mickliganj			
											2	2 52	0 40	1 80	0 20	2 05	4·92	Matabhanga			
											1	?	0 43	?	0 43	2·26	?	*Fulbari.*			
											Nil	1·02	0·01	1 33	0 01	0 53	4 25	Bhawaniganj (*Gaibandha*)	Rangpur		
											1	1 57	0 17	1 24	0 17	1·02	4 81	Rangpur			
											Nil	?	Nil	?	Nil	0 22	?	*Peerganj*			
											1	2 15	0 23	1 71	0 23	0 9[illegible]	3 95	Kurigaon.			
												?		?			?	*Gobindganj*			
											2	1 60	0 63	1 10	0 40	1 [illegible]3	3 79	Baudogra. (*Nilphamari*)			
											1	1 60	0 21	1 21	0 17	1 15	3 05	Ulipur			
											1	?	0 17	?	0 17	0 81	?	*Sunderganj*			
0·96											Nil	2 63	0 05	1 70	0 0[illegible]	0 29	5 42	Sherpur	Bogra		
0 16											1	2 26	0 26	1 19	0 30	0 42	5 28	Nowkhilla			
											1	1 80	0 23	1 06	0 16	0 65	4 61	Bogra			
											Nil	1 52	Nil	1 00	Nil	0 56	3 59	Panchbibi			
											1	2 76	0 33	1 60	0 12	1 62	5 39	Pabna	Pabna		
											Nil	2 40	0 08	1 38	0 08	1·08	5·23	Serajganj			
				0 16							1	4 45	0 16	3 4	0 16	1 23	8 88	Munshiganj	Dacca	Dacca.	EAST BENGAL.
				0 01							1	3 69	0 36	2 18	0 35	1 18	7 34	Dacca			
			0 05	0 20							2	3 50	1 19	2 07	0 94	1·03	8 31	Narayanganj			
											1	3 90	0 17	1 91	0 17	0 99	6 51	Manikganj			
											Nil	3 80	0 05	2 46	0 08	0 78	7 02	Jaydebpur			
0 24											1	4 52	0 30	2 8	0 24	1 52	6·65	Kishorganj	Mymensingh		
											1	2 28	0 11	1 41	0 11	1 27	5 52	Atia (*Tangail*)			
0 75	0 22										3	3 54	1 12	2 02	0 75	2 68	6 36	Mymensingh			
0 08											Nil	2 36	0 14	1 43	0 08	0 14	5 16	Jamalpur			
0 03	0·08										1	3 77	0 23	2 80	0 12	0 74	7 70	Netrakona			
												2 20		1 58			5 27	Subarnakhali			
											Nil	3 30	Nil	2 8	Nil	Nil	5 95	Durgapur			
											Nil	?	Nil	?	Nil	0 14	?	*Sherpur Town*			
											Nil	2 00	Nil	1 27	Nil		3 80	Diwanganj			
											Nil	?	Nil		Nil	0 44	?	*Naltabari*			
			0 30		0 13						3	3 96	0 43	2 63	0 30	1 95	7 13	Madaripur	Faridpur		
				0 04							1	3 73	0 40	3 10	0 3[illegible]	1 04	7 65	Faridpur			
				0 05							1	3 21	0 72	2 16	0 67	1 38	6 79	Goalundo			
			0 07								Nil	2 78	0 07	1 80	Nil	4 42	7 89	Patuakhali	Backergunge		
											Nil	2 64	Nil	1 41	Nil	3 19	7 25	Pirojpur			
			0 73		1 55						2	3 27	2 27	2 52	1 [illegible]		8 48	Barisal			
			0 12		0 85						[illegible]	3·20	0 97	2 62	[illegible]	3 32	7 99	Gaurnadi			
			0 18		0 24						2	3 74	0 42	2 1	0 34	5 37	7 78	Bhola			
					0 21						1	?	0 21		0 21	1 95	?	*Doulatkhan*			
			0 75								1	2 00	0 75	1 80	0 [illegible]	3 45	7 31	Bauphal			
0 20											1	4 81	0 20	4 07	0 20	0 50	9 65	Agartala	Hill Tippera	Chittagong.	
			0 17	0 28							1	4 32	0 35	3 16	0 28	1 71	8 27	Comilla	Tippera		
											Nil	3 76	Nil	3 1	Nil	2 64	8 35	Chandpur			
0 70					1 80						3	4 28	2 70	4 01	1 80	1 52	9 14	Brahmanbaria			
												3 50		3 31			7·93	Ramchandrapur			
												4 60		3 4			7 85	Nasirnagar			
											Nil	2 40	Nil	2 01	Nil	1 60	5 76	Daudkandi.			
			0 33								1	3·90	0 33	3 11	0 33	0 83	7 57	Kasba			
			0 22								1	2 80	0 22	2 4	0 22		7 14	Laksam			
			0 03								Nil	3 46	0·03	3 40	0 03	2 02	10 38	Noakhali	Noakhali		
			0 04								Nil	4 84	0 04	3 84	0 04	1 31	11 16	Fenny			
	0·82	0 16									2	3 20	0·98	2 83	0 82	3 74	10 37	Harishpur			
											Nil	3 00	Nil	3 53	Nil	2 55	8 94	Ranganj			
		0 33	0 25			0 02					2	?	0 60	?	0 33	1 52	?	*Chhagalnaya*			
					0 25						1	?	0 25	?	0 2[illegible]	0 38	?	*Hatya*			
												?		?			?	*Lakhmipur*			
	0 07	0 51									1	2 04	0 58	1 6[illegible]	0 51	1 58	8 63	Cox's Bazar	Chittagong		
	0 20										1	2 92	0 20	2 [illegible]	0 20	0 30	8 82	Chittagong			
											Nil	2 30	Nil	2 01	Nil	0 18	10 55	Kutubdia			
	0 71										1	1 80	0 71	1 19	0 71	1 38	7 63	Satkania			
0 31											1	3 75	0 31	3 62	0 31	1 10	10 06	Kodala			
	0·04										Nil	?	0 04	?	0 04		?	*Fenua*			
		0 30									1	?	0 30	?	0 30	1·91	?	*Mirsarai*			
		0 08									Nil	4 04	0 08	3 55	0·08	0 71	9 83	Rangamati	Chittagong Hill Tracts		
	0·04										Nil	?	0 04	?	0 04		?	*Bundarban*			
		0·09									Nil	?	0·09	?	0 09	1 43	?	Barkal			
											1	0 81	0 48	0 38	0 48	4 35	3 05	Patna	Patna	Patna.	BIHAR
											1	0 76	0 58	0 37	0 58	4 10	3 02	Dinapore			
											1	0 84	0 18	0 37	0 18	2 75	3 07	Bihar			
											1	1 00	0 50	0 36	0 50	3 62	2 78	Barh			
											1	0 78	0 57	0 41	0 57	3 43	3 20	Bikram			
											1	1 00	0 50	0 59	0·50	3 25	3 27	Hilsa			
				0 01							1	1 08	0·17	0 43	0 16	5 07	3 65	Aurungabad	Gaya.		
											1	1·07	0·22	0 43	0 22	5 34	3 17	Gaya			
											1	1 00	0 17	0 50	0 17	4 63	2 90	Nawada			
				0 01							1	0 86	0 48	0 57	0 47	5 02	2 73	Jahanabad			
											1	1 10	0 56	0 47	0 56	5 20	3 40	Arwal			
											1	0 40	0 8[illegible]	0 17	0 82	7 58	2 34	Daudnagar			
			0 16								2	0·90	0 34	0 67	0 18	5 62	3 08	Sherghati			
											Nil	1 10	Nil	0 84	Nil	3 18	3 57	Rajauli			
											Nil	1 00	Nil	0 62	Nil		2 20	Pakribarawan			
											1	?	0 32	?	0 32		?	Deo			
											1	1 00	0 54	0 32	0 54	5 60	3 33	Buxar	Shahabad		
											1	1 17	0 25	0 60	0·24	6 12	3 46	Dehri			
											1	1 08	0 42	0 52	0 42	7 77	3 74	Bhabhua			
											1	0 92	0 70	0 38	0 70	6 83	3 05	Sasaram			
											1	0 88	0 80	0 40	0 80	5 55	3 04	Arrah			
											1	0 50	1 20	0 14	1 20	8 58	2 82	Mohanea			
											1	?	0 25	?	0·25	6 08	?	*Khiri*			
											1	?	0 85	?	0 85	4 29	?	*Agsaon*			
											1	?	0 42	?	0 42	4 11	?	*Ramagar*			
											1	?	0·64	?	0 64	6 93	?	*Koath.*			
											1	?	1 10	?	1 10	4 99	?	*Sikraul*			
											1	?	1 65	?	1 65	9 38	?	*Bassowan*			
											1	?	0·77	?	0 77	6 59	?	*Mohunharpur*			
													0 57	?	0 57	6 16	?	*Chausa*			

Table of Rainfall recorded at stations

Meteorological Division	Division	District	Station	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
BIHAR—concluded.	Patna—concluded.	Saran	Gopalganj								0 38												
			Siwan								0 18												
			Ekma								0 40												
			Chapra								0 61												
			Hathwa								0 70												
			Amnaur								0 38												
			Basantpur								0 35												
			Darauli								0 64												
			Bhoreh								0 05												
		Champaran	Motihari								0·66												
			Bettiah								0 39												
			Bagaha						0 18		0·50												
			Burhurwa								0 52												
			Ramnagar						0 30		0 40												
		Muzaffarpur	Sitamarhi								0 89												
			Muzaffarpur								0 52												
			Hajipur								0·83												
			Paru																				
			Mahua																				
			Shiuhar								0 30												
			Pupri																				
		Darbhanga	Tajpur (Samastipur)								0 55												
			Darbhanga								0 45												
			Madhubani								0 74												
			Bahera								0 91												
			Rosera								0 15												
	Bhagalpur	Monghyr	Begusarai								0 32												
			Monghyr								0 14												
			Jamui								0 30												
			Gogri								0·24												
			Jamalpur																				
			Shaikhpura								0·01	0·31											
			Chakai Bamda								0 58												
			Chupreon																				
			Sidhaur								0·20												
			Kharagpur								0 38												
		Bhagalpur	Madhipura								0 50												
			Bongaon (Syfabad)								0 36												
			Supaul								0 61												
			Pratapganj								0·35												
			Bhagalpur																				
			Banka								0 46												
			Colgong																				
			Banaili								0·65												
		Purnea	Kishanganj							0 09	0 47												
			Araria								0 64												
			Purnea								0 35												
			Gondwara (*Korah*)								0 35												
			Barsoi								0 70												
			Forbesganj									0 10											
			Kaliaganj								0 09												
		Malda	Malda								0 21												
			Chanchal								0 37												
			Gajol									0 18											
			Sibganj																				
		Sonthal Purganas	Rajmahal								0 07												
			Godda									0 07											
			Pakaur									0 31											
			Naya Dumka								0 06	1 13											
			Deoghur									0 43											
			Jamtara																				
			Mohagama																				
			Nanihat									0 33											
			Assanboni									0 86											
			Katikund																				
			Madhupur								0 04	0·26											
			Sarwan									0 08											
			Sarath																				
			Barkope								0 45												
			Bhagya									0 22											
			Mohespore								0·07												
			Hiranpur								0·02												
			Barharwa								0 30												
			Sahibganj																				
			Bario																				
ORISSA.	Orissa.	Cuttack	Jagatsingpur								0 14												0·81
			Hanki																				
			Cuttack																				
			False Point																				
			Kendrapara								0 52												
			Jaipur								0·15												
			Dharmsala																				
			Salepur																				
		Balasore	Akhyapada								1 07	0 03											
			Chandbali								0 12	0 05											
			Bhadrak								0·90	0 27											
			Soro								1 14												
			Balasore								0 30												
			Jellasore								0 11												
			Baripada								0 50												
		Puri	Puri								0·02												
			Khurda								0 05	0 03	0 10										
			Bhanpur								0 55												
			Gop																				
			Satpara								0·05												
			Pipli								1 38												
			Nayagarh																				
			Ranpur																				
			Kanas																				

in Bengal in March 1901—*continued.*

21	22	23	24	25	26	27	28	29	30	31	Number of rainy days	Average number of rainy days	Total rainfall for the month	Average rainfall for the month	Heaviest rainfall during the month	Total rainfall from 16th Oct. 1900 up to 31st Mar. 1901	Average rainfall from 16th Oct. up to 31st Mar.	Station	District	Division	Meteorological Division
											1	0·78	0·33	0·35	0·38	3·97	2·45	Gopalganj	Saran	Patna—*concluded*	Bihar—*concluded*
											1	0·88	0·18	0·2[illegible]	0·18	2·96	3·19	Siwan			
											1	?	0·40	?	0·40	3·25	?	*Ekma*			
											1	0·80	0·61	0·37	0·61	4·53	3·02	Chapra			
											1	?	0·30	?	0·30	3·54	?	*Hathwa*			
											1	?	0·18	?	0·18	3·12	?	*Amnaur*			
											1	?	0·35	?	0·35	2·30	?	*Basantpur*			
											1	?	0·64	?	0·64		?	*Daraul*			
											Nil	?	0·06	?	Nil	3·79	?	*Bhoreh*			
											1	0·78	0·66	0·41	0·66	4·01	2·78	Motihari	Champaran		
											1	0·95	0·20	0·40	0 9	3·85	2·50	Bettiah			
											2	1·00	0·68	0·77	[illegible]	4·28	3·16	Bagaha			
											1	0·90	0·32	0·40	0·32	3·73	2·87	Burhurwa			
											2	?	0·70	?	0·40	5·04	?	*Ramnagar*			
											1	0·80	0·39	0·56	0·39	2·90	2·78	Sitamarhi	Muzaffarpur		
											1	1·00	0·52	0·40	0·[illegible]3	2·67	3·34	Muzaffarpur			
											1	0·95	0·83	0·40	0·83	3·43	2·07	Hajipur			
												0·60		0·32			2·14	Paru			
												0·50		0·54			2·63	Mahua			
											1	1·00	0·30	0·37	0·30	2·30	2·90	Shiuhar			
												0·89		0·54			2·86	Pupri			
											1	0·64	0·55	0·25	0 5	2·84	2·56	Tajpur (Samastipur)	Darbhanga		
											1	0·70	0·45	0·32	0·45	1·05	2·75	Darbhanga			
											1	0·78	0·74	0·41	0·74	2·56	2·73	Madhubani			
											1	1·10	0·01	0·69	0·01	3·00	2·35	Bahera			
											1	0·60	0·15	0·38	0·15	1·70	2·05	Roserha			
											1	0·80	0·32	0·3[illegible]	0·32	3·61	3·18	Begusarai	Monghyr	Bhagalpur	
											1	0·84	0·14	0·30	0·14	2·36	2·83	Monghyr			
											Nil	0·81	Nil	0·41	Nil	4·87	2·73	Jamui			
											1	0·40	0·30	0 1	0·30	3·34	3·36	Gogri			
											1	?	0·24	?	[illegible]	3·12	?	*Jamalpur*			
											Nil	0·40	Nil	0·51	Nil	2·41	2·47	Shaikhpura			
											1	?	0·32	?	0·31	4·40	?	*Chakai Ramla*			
											1	?	0·68	?	0·[illegible]8	2·38	?	*Chupreon*			
											Nil	?	Nil	?	Nil	4·34	?	*Gidhaur*			
											1	?	0·20	?	0·20	2·60	?	*Khargpur*			
											1	0·92	0·36	0·42	0·36	2·17	2·93	Madhipura	Bhagalpur		
											1	?	0·57	?	0·70		?	Bongaon (*Syfabad*)			
											1	0·95	0·36	0·13	0·36	1·06	2·51	Supaul			
											1	0·90	0·61	0·40	0·61	1·87	2·90	Protabganj			
											1	0·78	0·36	0·40	0·35	2·19	3·09	Bhagalpur			
											Nil	1·04	Nil	0 1	Nil	2·04	3·22	Banka			
											1	0·90	0·46	0·72	0·46	2·14	2·68	Colgong			
											Nil	?	Nil	?	Nil	1·85	?	*Bausi*			
											1	1·21	0·85	0·70	0·85	2·65	3·09	Kishanganj	Purnea		
											1	1·12	0·56	0·13	0·57	1·72	2·84	Araria			
											1	0·80	0·64	0·40	0·64	2·92	3·15	Purnea			
											1	0·70	0·35	0·54	[illegible]	1·41	2·44	Gondwara (*Korah*)			
											1	?	0·35	?	[illegible]	0·9[illegible]	?	*Barsoe*			
											1	?	0·70	?	0·70	1·40	?	*Forbesganj*			
											1	1·10	0·10	0·70	0·10		2·39	Kaliaganj			
											Nil	1·19	0·09	0·80	0·09	1·78	3·05	Malda	Malda		
											1	1·05	0·21	0·82	0·21	1·31	2·68	Chanchal			
											1	1·00	0·37	0·5[illegible]	0·37	1·17	2·29	Gajol			
											1	1·60	0·18	0·67	0·18	1·27	4·33	Sibganj			
											Nil	0·72	Nil	0·39	Nil	1·56	2·25	Rajmahal	Sonthal Parganas		
											Nil	1·17	0·07	0·53	Nil	2·30	3·05	Godda			
											Nil	1·42	0·07	0·64	Nil	1·[illegible]0	3·28	Pakaur			
											1	1·54	0·31	0·8[illegible]	0·31	2·54	4·16	Naya Dumka			
											1	1·46	1·21	0·71	1·15		3·76	Deoghur			
											1	1·60	0·43	0·9[illegible]	0·43	3·40	3·61	Jamtara			
											Nil	?	Nil	?	Nil	2·09	?	*Mohagama*			
											Nil	1·30	Nil	0·94	Nil	2·04	3·29	Nanihat			
											1	?	0·33	?	0·33	1·57	?	*Assenbons*			
											1	?	0·86	?	0·86	2·67	?	*Katikund*			
											Nil	?	Nil	?	Nil	1·91	?	*Madhupur*			
											1	?	0·30	?	0·26	3·86	?	*Sarwan*			
											Nil	?	0·03	?	0·03	2·79	?	*Sarath*			
											Nil	?	Nil	?	Nil	3·83	?	*Barkope*			
											1	?	0·35	?	0·35	1·57	?	*Bhagya*			
											1	?	0·22	?	0·22	2·33	?	*Mohespore*			
											Nil	?	0·07	?	Nil	2·16	?	*Hiranpur*			
											Nil	?	0·02	?	Nil	1·51	?	*Barharwa*			
											1	?	0·30	?	0·30	1·9[illegible]	?	*Sahebganj*			
												?		?			?	*Barho*			
											1	1·44	0·61	1·07	0·61	4·35	7·43	Jagatsingpur	Cuttack	Orissa	Orissa
0·05											1	2·54	0·19	1·59	0·14	2·92	7·28	Banki			
											Nil	1·96	Nil	1·41	Nil	4·53	7·30	Cuttack			
	0·20										1	1·54	0·2[illegible]	0·93	0·20	8·66	10·54	False Point			
	0·01										Nil	1·88	0·01	0·92	Nil	4·72	7·55	Kendrapara			
											1	2·32	0·52	1·29	0·52	6·74	6·63	Jajpur			
0·19											2	2·60	0·24	1·53	0·19		6·71	Dharmsala			
											Nil	2·30	Nil	1·00	Nil	3·91	6·42	Salepore			
	0·19										3	2·36	1·99	1·73	1·07	7·65	6·55	Akhyapada	Balasore		
			0·09								1	1·91	0·28	1·14	0·12	3·72	7·49	Chandbali			
											2	2·28	1·15	1·52	0·90	7·01	6·92	Bhadrak			
											1	2·03	1·14	1·67	0·14	5·95	6·10	Soro			
0·15	0·08										2	2·06	0·53	1·46	0·30	3·42	7·33	Balasore			
0·31											2	2·05	0·43	1·22	0·31	5·56	4·90	Jellasore			
0·18			0·15								3	2·55	0·92	1·49	0·50	6·66	5·51	Haripada			
				0·23							1	1·60	0·24	0·61	0·24	6·42	10·58	Puri	Puri		
											Nil	2·00	Nil	1·18	Nil	6·36	7·58	Khurda			
											1	2·31	0·20	1·13	0·10	6·37	9·40	Banpur			
											1	1·33	0·55	0·82	0·55		10·80	Gop			
											Nil	?	Nil	?	Nil	4·87	?	*Satpara*			
											Nil	1·30	0·05	0·82	0·05	7·50	7·05	Pipli			
											1	?	1·36	?	1·36	4·31	?	*Nayagarh*			
											Nil	?	Nil	?	Nil	5·23	?	*Ranpur*			
				0·45							1	?	0·45	?	0·45	4·03	?	*Kanas*			

Table of Rainfall recorded at stations

Meteorological Division	Division	District	Station	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
CHOTA NAGPUR.	Chota Nagpur	Hazaribagh	Pachamba (*Giridih*)								0·13	1 40											0·06
			Hazaribagh						0·09		0 18	0 02											0·01
			Barhi								0 21												
			Chatra								0 17												
			Kharagdiha																				
			Ramgarh								0 11												
			Lohardaga								0 20												
		Ranchi	Ranchi																				
			Silli								0 10												
			Palkot					0 10			0 70												0·10
			Basia							0 65													0·08
			Tamar																				
			Kurdeg							0 51													
			Chainpur								0 40												
			Surguja																			1 50	
			Jashpur					0 12		0 71												0·08	
			Gangpur																				
		Palamau	Palamau (*Daltonganj*)								0 10												
			Balumath																				0·22
			Husainabad								0 10												
			Garhwa																				
			Mahuadanr								0 11												0 03
			Panki																				0·45
			Latehar																				
			Nagaruntari								0 23												
			Ranka								0 05												
			Chhattarpur							0 50													
		Manbhum	Purulia								0 06												
			Gobindpur									0 00											
			Raghunathpur																				
			Barabhum																				
			Jhalda						0 0[illegible]		0 0												
			Chas																				
			Pandra									0 05											
		Singhbhum	Chaibasa			0 07			0 01		0 09												
			Chakradharpur			0 2[illegible]					0 77												
			Ghatsila								0 08												
			Baharagora								0 12												
			[illegible]																				
			Fankapur								0 12	0 96											
			Manoharpur		0 08						0 41											0 25	
			Kathari								0 40												
			Seraikela																				
			Kharsawan			0 06					0 39												
			Keonjhar							0 68													
		Orissa Feudatory Mahals	*Anandpur*								1 00												
			Kunjabangarh									1 [illegible]5											
			Angul								0·95	0 30											
		Angul	Rairakhol		0 04						0 11												
			Pal Lahara			0 2[illegible]					1 20												
			Talcher							0·64	0 18												
			Dhenkanal								0 02												
			P[illegible]iga								0 53	0 05											
			Baramba																				
			Narsingpur																				
			[illegible]pada								1 70												
			[illegible]								0 51												
			[illegible]		0 42																		

in Bengal in March 1901—*concluded*

21	22	23	24	25	26	27	28	29	30	31	Number of rainy days	Average number of rainy days.	Total rainfall for the month.	Average rainfall for the month	Heaviest rainfall during the month	Total rainfall from 1st Oct 1900 up to 31st Mar 1901	Average rainfall from 16th Oct up to 31st Mar	Station	District	Division	Meteorological Division.
					...						2	1 30	1 53	0 71	1 1	5 14	3 06	Pachamba (*Giridih*)	Hazaribagh.	Chota Nagpur	CHOTA NAGPUR.
..	..				..						1	1 88	0 35	0 7	0 18	7 24	3 00	Hazaribagh			
			0 14	..							2	1 80	0 41	0 8	0 [illegible]	6 59	3 70	Barhi			
	...		0'08	..		...					Nil	[illegible] 10	0 16	0 8	0 08	7 10	4 18	Chatra			
...											Nil	1 50	Nil	1 17	Nil		3 50	Kharagdiha			
			..	...							1	1 20	0 11	0 6	0 11	3 2	4 55	Ramgar			
0'07	...	-			..						1	2'58	0 27	1 02	0 [illegible]	9 82	4 80	Lohardaga	Ranchi		
												2 80		1 38			4 01	Ranchi			
			...								1	1 44	0'10	1 0	0 10	7 28	2 72	Silli			
0'02											3	?	0 92	?	0 70	10 58	?	*Palkot*			
0'20	..										2	?	0 91	?	0 65		?	*Rano*			
												?		?			?	*Tamar*			
..											1	?	0 51	?	0 51	8 34	?	*Kurdeg*			
...	..	..							..		1	?	0 40	?	0 30		?	*Chainpur*			
											1	1 43	1 50	0 89	1 0		5 01	Sirguja			
		0'23	...								3	3 15	1 09	1 79	0 [illegible]1	9 74	6 85	Jashpur			
											Nil	2 08	Nil	1 04	Nil	13 66	4 57	Gangpur			
	..		0 10			-				..	2	1 80	0 20	0 70	0 10	7 32	3 13	Palamau (*Daltonganj*)	Palamau		
					...						1	1 50	0 32	0 59	0 [illegible]	7 86	3 83	Balumath			
0'10				...							2	1 20	0 20	0 8	0 10	8 50	3 01	Hussainabad			
											Nil	1 20	Nil	0 74	Nil	5 03	3 78	Garhwa			
0'17		..	0 13								3	?	0 44	?	0 17		?	*Mahuadanr*			
0'39	...		..	0 22							3	?	1 09	?	0 18	7 54	?	*Panki*			
0'15		0'10									2	?	0 25	?	0 15		?	*Latehar*			
0'09		0'10	0 10	0 03			..				3	?	0 55	?	0 [illegible]	7 5[illegible]	?	*Nagarutari*			
...		0 13	0 03								1	?	0 21	?	0 13	8 80	?	*Ranka*			
		0 06				..					1	?	0 56	?	0 50	5 40	?	*Chatterpur*			
0'28	0'03	. .	0 01					..			1	2 32	0 32	1 17	0 2	6 74	4 32	Purulia	Manbhum		
	..		0'04		..						Nil	1 62	0 13	0 89	0 01	3 16	4 01	Gobindpur			
			0 10			..					1	1 70	0 10	0 81	0 10	[illegible] 22	3 47	Raghunathpur			
..				-		..					Nil	2 10	Nil	1 05	Nil	9 03	4 03	Barahabhum.			
..			0'11			..					2	1 90	0 23	0 57	0 11	7 11	4 05	Jhalda			
		...	0'27								1	1 90	0 27	0 90	0 7		3 59	Chas			
		...									Nil	?	0 05	?	0 05	2 07	?	*Pandra.*			
0 02	...			0 02							Nil	2 42	0 21	1 2	0 03	10 5[illegible]	4'77	Chaibasa	Singhbhum.		
0 13	..				0 03						3	1 20	1 22	0 58	0 77	1[illegible] 12	3 90	Chakradharpur			
			0 02								1	2 50	0 60	1 28	0 58	9 8	5 21	Ghatsila			
					..						1	2 40	0 13	1 41	0 12	6'01	4 64	Baharagura			
											Nil	?	Nil	?	Nil	11 23	?	*Gaikura.*			
											2	?	1 08	?	0 16	9 36	?	*Kalikapur*			
											2	?	0 74	?	0 41	8 70	?	*Manoharpur*			
...						..					1	?	0 30	?	0 31	5 [illegible]	?	*Kalbari*			
..						..					Nil	?	Nil	?	Nil	?	?	*Seraikella*			
0'79				0 12							3	?	1 36	?	0 [illegible]	?	?	*Kharsawan.*			
											1	1 36	0 06	0 59	0 [illegible]	11 39	4 17	Keonjhar	Orissa Tributary Mahals		
	0 06	..		0 32							2	?	1 38	?	1 00	11 89	?	*Anandpur*			
					..						1	1 77	1 25	1 30	1 [illegible]	4 67	5 61	Kunjabangarh			
											2	2 80	0 55	1 38	0 30	[illegible] 44	5 94	Angul	Angul		
											1	1 67	0 15	0 84	0 11	4 08	5 06	Baudpara			
											2	?	1 12	[illegible]	1 20	6 14	?	*Pal Lahara*			
							...				2	2 87	0 42	1 34	0 [illegible]	7 57	4 92	Talchar			
											Nil	2 80	0 09	1 28	0 0		5 [illegible]7	Dhenkanal.			
								..			1	?	0 56	?	0 [illegible]	8 81	?	*Bassanga*			
.	..										Nil	?	Nil	?	Nil	2 05	?	*Baramba*			
											Nil	2 34	Nil	0 30	Nil		5 04	Narsingpur			
											1	?		?	1 10		?	*Chhendipara*			
											1	?	0 51	?	0 1	?	?	*Tikerpara*			
											1	?	0 42	?	0 4[illegible]	?	?	*Kumarkhole*			

SUMMARY OF THE METEOROLOGICAL AND RAINFALL OBSERVATIONS TAKEN IN BENGAL, AND OF THE METEOROLOGICAL OBSERVATIONS TAKEN IN ASSAM, FOR THE MONTH OF MARCH 1901

WEATHER conditions were more settled than usual almost throughout the month. The shallow depressions which drift across the Province from west to east and cause the variable winds on which the occurrence of thunderstorms with rainfall depends were of rare occurrence In consequence rainfall was in defect in all parts of Bengal and Assam The deficiency in rainfall which is sufficiently noticeable in the western districts is much more marked in East Bengal and the south of Assam In the former less than half an inch on an average was received as compared with the normal amount of 2 6 inches, and at Silchar, where the normal amount is more than 10 inches, there was only 6 inch This deficiency was general over Assam, Sibragar receiving about 12 per cent and Dhubri 30 per cent of the normal

There was only one occasion of generally unsettled weather, and that about the end of the first week As in January and February, while a shallow depression was over the Province, a rapid rise of pressure began in the north-east and checked the eastward movement of the depression usual in the early months of the year On the only occasion when this occurred in March, pressure was slightly low on the 6th, the rapid rise of pressure in Assam and North Bengal was reported on the 7th, and at the same time a few local showers in the north-eastern districts On the 8th, when all trace of the depression had ceased, general rain fell over almost the whole Province, and was heaviest in the western districts The local disturbances which were so general between the 7th and 8th probably resulted from the change of winds caused by the advancing wave of rising pressure from the north-east, the irregularly cyclonic winds of the 6th being replaced by easterly winds on the 7th, with a return to light irregular winds on the 8th

With the exception of the general rainfall between the 7th and 8th, the month was almost entirely rainless During the latter half of the month a few showers occurred in the eastern districts and in Chota Nagpur, but they were in all cases light and scattered

During February, important temperature changes passed slowly across Northern India At the beginning of that month temperature was high in Bengal and low in the west of India The area of low temperature was slowly transferred eastward, and in the latter part was over Bengal At the beginning of March, therefore, temperature was low, and as changes continued slow probably owing to the high pressure in the north-west and the greater tendency for northerly winds to blow at a time when they are usually light and irregular, the early part of the month was marked by comparatively low temperature Mean temperature was below the normal, except in the east, till nearly the end of the third week, after which southerly winds became stronger, temperature rose, and ordinary hot weather conditions prevailed till the end of month

At the beginning of the month pressure was rising slowly, and the distribution was more of the cold season type than is usual at that time of the year The difference from the normal varied from excess of 05 inch in the Central districts to defect of 05 inch in the south-west of the Bay The general wind circulation was still northerly, though directions were more variable in the west of the Province, and in consequence temperature was very low in the Western and Central districts Towards the east, the variation from the normal was smaller, and in part of Assam there was excess A brisk to rapid rise on the 2nd caused the pressure distribution to become more of the cold season type, with a large excess over Bengal, and though a fall set in immediately afterwards, that arrangement continued with north-westerly winds till the 5th, when the distribution was normal over both the Province and the Bay

On the 6th the continued fall of pressure caused a shallow depression to appear over the north of the Province, with an irregular system of light cyclonic winds, but on the following day pressure was rising rapidly in the north-east, the area of lowest pressure was over the western districts, and winds were everywhere easterly or south-easterly Owing probably to these rapid changes of the pressure gradient and the wind system, local disturbances began in North Bengal and from there extended to other parts Bengal, so that rainfall was reported from nearly all stations on the 8th On the following day pressure had recovered, the cold season type of distribution was restored, and temperature was again falling, these changes passing from west to east

What appears to have occurred during these days was as follows A slight depression formed over Bengal on the 6th accompanied or followed by the usual rapid rise of pressure in the north-east, which caused the area of lowest pressure to move westwards, but at the same time gave it a better defined form As soon as the rising pressure ceased, the shallow depression moved eastward and was over the Province on the 8th, the recovery of pressure following on the 9th from the west There were, therefore, two sets of changes in the wind circulation, the first of which on the 7th was the cause of most of the rainfall

For some days following the 9th a well marked pressure gradient obtained, the highest pressure being in the west or north west and the lowest either over Burma or the south-east of the Bay This arrangement continued till about the end of the second week, when the uniform distribution characteristic of the change of seasons became established, and temperature though still somewhat low, was more nearly normal than it had been during any previous part of the month Winds were light and variable, and fine cloudless weather

prevailed till about the end of the third week, when scattered showers began to fall in Chota Nagpur

These showers continued for some days in Chota Nagpur, and occasional light rainfall occurred in parts of Bengal Proper during the fourth week They were nowhere heavy, and were probably due to the varying winds in an area of high and uniform pressure, in which the small oscillations caused a noticeable change on the gradient As winds were southerly over the head of the Bay and in Lower Bengal, temperature had risen and was in large excess in the southern and central districts This period of high temperature was not of long duration, as winds again became westerly about the 25th with a rather quick fall of temperature It rose again, though slowly, and during the closing days ordinary hot weather conditions prevailed with mean temperature above the normal, except in the extreme western districts During these days there was a large excess of temperature in Assam

Pressure —Both in the early part of the month and again towards the end pressure was above the normal by rather large amounts over the Province, while in the east of the Bay and in Burma there was normal or deficient pressure For a short time in the middle of the month the above arrangement was reversed

In consequence mean pressure for the month is 0› to 06 inch above the normal in the Western and Central districts, the excess diminishing towards the south-east, where it is 03 inch

At a time of the year when the distribution is very uniform, variations such as are shown above have an important influence on the general weather The most noticeable results were the frequent westerly or north-westerly instead of south-westerly winds and the almost entire absence of disturbance

Temperature was low at the beginning of the month, and, owing to the wind system noticed above, was more generally below than above the normal throughout the month Defect was at times large in the western districts, and even after the southerly winds set in and temperature rose in the east, there was still comparatively cool weather

The variation was chiefly in the day temperatures as shown by the means for the month The difference from the normal in maximum temperature ranged from excess of ›° in East Bengal and the south of Assam to defect of 3° in Chota Nagpur and South Bihar Night temperature was below the normal on an average for the month over the whole Province, and defect was greatest in East Bengal

Mean excess was 1° in East Bengal and half a degree in Assam Elsewhere there was defect ranging from less than half a degree in North Bengal to more than 2° in Chota Nagpur

Rainfall was much lighter than usual in all parts, except Bihar, which received very nearly the usual amount There was only one occasion of general disturbance, about the end of the first week, when light showers fell in the eastern districts and rainfall in moderate amount occurred in the west The scattered showers which fell in Chota Nagpur and part of Bengal Proper towards the end of the month were in all cases light and unimportant

South-West Bengal received only 10 per cent, North and East Bengal about 20 per cent Chota Nagpur about 3› per cent, Orissa 40 and Bihar about 80 per cent of the normal amount

The following table gives the summary of the temperature and rainfall data of each of the seven meteorological divisions of the Province for the month of March 1901 —

Meteorological Divisions	Temperature						Rainfall							
	Highest observed during month	Lowest observed during month	Averages for month: Of highest of each day	Averages for month: Of lowest of each day	Averages for month: Of mean for each day	Average mean of month above or below normal mean of month	Of month: Average	Of month: Normal average	Of month: Variation	Rainy days: Average number in month	Rainy days: Normal average number in month	Rainy days: Variation	Since 16th October 1900: Average	Since 16th October 1900: Normal average
South-West Bengal	103 4	55 5	92 3	66 9	79 6	−0 8	0 13	1 37	−1 24	0 38	2 20	−1 82	3 17	5 44
North Bengal	101 1	49 9	89 0	60 3	74 7	−0 3	0 25	1 21	−0·96	1 00	[illegible] 89	−0 89	1 89	4 12
East Bengal	105 4	50 5	91 7	64 8	78 3	+1 0	0 43	2 5›	−2 17	0 90	3 33	−2 43	2 11	7 83
Bihar	100 7	48 9	8 8	61 7	75 2	−1 4	0 40	0 48	−0 08	0 88	0 93	−0 05	3 53	2·94
Orissa	103 0	59 1	90 4	70 8	80 6	−1 0	0 50	1 21	−0·71	1 15	2 06	−0 91	5 97	7 50
Chota Nagpur*	99 2*	52 4*	86·0*	64 5	75 2*	−2·2*	0 32	0 95	−0 63	1 04	1 85	−0 81	7 05	4 08
Assam	99 6	53·9	86 6	60 6	73 6	+0 4								

* Daltonganj and Purulia not included

METEOROLOGICAL OFFICE, BENGAL,
The 16th April 1901

C LITTLE,
Meteorological Reporter to the Govt. of Bengal

Results of the Meteorological Observations taken at the Alipore Observatory from 7th to 13th April 1901

Month	Date	Maximum in sun	Number of hours of bright sunshine	Mean pressure barometer at 32° Fahr	Temperature: Mean	Temperature: Maximum	Temperature: Range	Temperature: Minimum	Hygrometry: Mean wet bulb	Hygrometry: Vapour tension	Hygrometry: Dew point	Hygrometry: Humidity	Wind: Prevailing direction	Wind: Miles recorded	Rain	Weather
		°		Inches	°	°	°	°	°	Inch		%			Inches	
April	7th	151 8	9 8	29 723	89 1	102 6	25 1	77 5	74 1	0 692	68 2	50	SSW, WSW and S	115	Nil	Chiefly clear
„	8th	152 7	1 2	772	88 6	99 2	21 0	78·2	73 7	632	65·6	47	SSW, SW and W	82	„	Chiefly cloudy
„	9th	150 9	3 1	772	87 9	101 4	25 0	76 4	72 2	580	63 1	44	SSW and calm ..	61	„	Chiefly cloudy
„	10th	155 1	6 4	763	86 8	102 1	26 9	75 2	72 5	607	64 4	48	SSW and variable	112	„	Partially cloudy, [illegible]
„	11th	151 7	8 4	739	86 4	102 4	29 4	73 0	71 5	572	62 8	45	SW by W, SW and S	202	„	Chiefly clear.
„	12th	149 0	8 9	664	87 1	98 8	20 8	78 0	74 1	797	72 4	62	SSW and S	268	„	Chiefly clear
„	13th	151 0	8 3	667	85 7	100 7	21 3	79 4	79 [illegible]	·903	76 1	67	SSW and S	292	„	Chiefly clear.

	Inches.
The mean pressure of the seven days .	29 729
The average pressure of the corresponding period for 24 years, Surveyor-General's Office	29 753
	Hours.
The total number of hours of bright sunshine	46 1
The maximum possible number of hours of sunshine	87 7
	°
The mean temperature of the seven days .. .	87 8
The average temperature of the corresponding period for 24 years, Surveyor-General's Office	84 8
The extreme variation of temperature	29 6
The maximum temperature	102 6
	Miles
The highest velocity of the wind in one hour	16
	%
The mean relative humidity	52
The average relative humidity of the corresponding period for 24 years, Surveyor-General's Office	69
	Inches
The total fall of rain from 7th to 13th April 1901	Nil.
The average fall of the corresponding period for 24 years, Surveyor-General's Office	0 29
The total fall from 1st January to 13th April 1901	3 26
The average fall of the corresponding period for 24 years, Surveyor-General's Office	3 40

The mean pressure, temperature, &c, are deduced from the traces of the Barograph and Thermograph, and from eye observations

The maximum and minimum temperatures are obtained from self-registering thermometers. All the thermometers are verified and the readings have been corrected to a standard constructed and verified at the Kew Observatory They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground

The barometer readings are corrected approximately to those of the standard, Newman's No. 86, formerly at the Surveyor-General's Office

The hygrometric elements are obtained from Tables III, IV, and V of the official tables computed in the Meteorological Office, and based on Regnault's modifications of August's formula.

The directions and the movement of the wind are taken from the trace of a Beckley's anemograph.

The mouth of the rain-gauge is one foot above the ground

o, overcast

METEOROLOGICAL OFFICE, GOVT OF INDIA,
Alipore (Calcutta), the 15th April 1901.

G. W. KÜCHLER,
For Meteorological Reporter to the Govt. of India and Director-General of Indian Observatories.

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT.

Approximate Return of Traffic on the Circular and Eastern Canals for the week ending Saturday the 13th April 1901, as compared with the corresponding week of the previous year.

NATURE OF CARGO	WEEK ENDING SATURDAY, THE 13TH APRIL 1901			WEEK ENDING SATURDAY, THE 14TH APRIL 1900.		
	Number of boats.	Weight of cargo.	Tollage	Number of boats.	Weight of cargo	Tollage.
		Mds.	Rs		Mds.	Rs.
Rice and paddy	199	52,245	543	438	1,58,025	2,731
Jute	5	2,305*	23	19	12,175	120
Firewood	48	36,925	556	62	54,425	819
Other articles	416	1,04,962	1,356	480	1,47,650	1,792
Total ...	668	1,96,437	2,478	999	3,72,275	5,462

* Weight by canal measurement, 2,325 maunds.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY

Approximate Return of Traffic for week ended 23rd March 1901, on 1,840·32 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings.	Traffic Train miles run.		
	Number of passengers	Coaching receipts.	Weight carried	Receipts			Coaching	Merchandise.	Total.
		Rs. A P	Mds s	Rs. A. P	Rs A P	Rs A. P			
Total traffic for the week	332 613	3,63,468 1 0	56,61,712 30	9,90 474 12 0	22,943 0 0	13,76,885 13 0	109,258	199,341	308,599
Or per mile of Railway		197 8 0		538 8 4	12 7 6	748 2 10			
For previous 10½ weeks of half-year	4,200,714*	43,18,335 3 0*	5,80,99,803 10†	98,69,938 15 0†	2,26,715 0 0‡	1,44,14,984 2 9	1,162,444½	2,041,429½	3,203,873
Total for 11½ weeks	4,553,327	46,81 803 4 0	6,37 61,517 0	1 08 60,408 11 0	2,49,658 0 0	1,57 91,869 15 0	1 271 702	2,240,770	3,512,472
Comparison									
Total for corresponding week of previous year	333 951½	3,75,591 9 5	54,55 749 20	10,03,445 6 11	25 467 2 4	14 04,504 2 8	100 530½	193,703	294,233½
Per mile of railway corresponding week of previous year		204 7 2	...	546 3 5	13 13 10	764 8 5		..	..
Total for corresponding 11½ weeks of previous year	4,210,532	44,76,05[illegible] 7 11	6,12,23,354 0	1 24,67,083 8 5	3,33 858 8 1	1,72 76,991 3 5	1,200,796½	2 371,237½	3,572 034½

* Added No of passengers 21,370 and Rs. 10,311 }
† Do Mds 3,18,108 and „ 6,486 } On account of difference between the approximate and audited figures for the week ended 26th January 1901
‡ Deducted „ 2,949 }
§ Audited figures up to 16th January 1901

1901 — *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900*

Open mileage	Period	Coaching Traffic.		Merchandise and Mineral Traffic		Other earnings	Total	Per mile of railway	Train mileage.	
		No of passengers	Rs	Mds	Rs	Rs.	Rs	Rs	No.	Rate, Rs. A P
1,840·32*	12 days of January	547 8[illegible]6	5 51,449	81 8[illegible] 2[illegible]	14 01 457	31 12[illegible]	19 84 0[illegible]	1,078	504 785	3 14 11
1,840·32*	Week ended 19th „	336 697	4,[illegible]6 978	5[illegible] 01 8[illegible]	8 93,150	19 [illegible]	1[illegible] 10 4[illegible]	717	2[illegible]8 648	4 7 11
1 840·32*	„ „ 26th „	401 809	4,35 562	55 2[illegible] [illegible]	8,78 194	1[illegible] 646	13 [illegible]8 404	722	3[illegible]0 0[illegible]6	4 6 10
1 837 09	„ „ 2nd Feb „	402 491	4,21 632	52 55 1[illegible]2	8 84 319	20 [illegible]7	13 2[illegible] 77[illegible]	723	293 466	4 8 4
1 837 09	„ „ 9th „	423 274	4 25 167	56 90 779	9,82,553	21 727	14 29 427	778	30[illegible] [illegible]40	4 12 1
1,837 09	„ „ 16th „	407 460	4,3[illegible] 282	57 0[illegible] 506	9 96 315	22 389	14 50 886	7[illegible]0	302 873	4 12 8
1,837 09	„ „ 23rd	4[illegible]6 190	4 36 674	53 30 [illegible]60	9,31 [illegible]79	2[illegible],2[illegible]4	13 83 607	75[illegible]	304,12[illegible]	4 8 9
1,837 09	„ „ 2nd March	40[illegible] 412	4,11 307	55 85 [illegible]	9 74,527	24,[illegible]07	1[illegible] 08 741	7[illegible]7	297 459	4 11 9
1,840 32	„ „ 9th	3[illegible]2 8[illegible]3	4 0[illegible] 236	57 31 [illegible]0	9 76,[illegible]03	23 420	14 01 759	764	308 271	4 8 9
1,840 32	„ „ 16th „	3[illegible] 684	3,9[illegible] 070	56,70 [illegible]	9,67 637	21,155	13 8[illegible] [illegible]	751	298 556	4 10 1
1,840 32	„ „ 23rd	3[illegible]2 6 3	3 63 468	56 63 714	9,90 475	22,943	1[illegible] 76 886	748	308 699	4 7 5
	Totals up to date	4,553,327	46,81 803	6 37 61,517	1 08,60,409	2 49 658	1 57,91,870	733	3,512 472	4 7 11

* Audited figures

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded — *1900*

Open mileage	Period	No of passengers	Rs	Mds.	Rs	Rs.	Rs	Rs	No	Rate, Rs A P
1,711·61	12 days of January	598 641	6,65 195	87,39 374	18 36,800	4[illegible] 519	25 [illegible] 514	1,4[illegible]	52[illegible] 367	4 12 4
1,711 61	Week ended 20th January	320 577	3 31 [illegible]	5[illegible] 37 510	10,71 64[illegible]	31 669	14 3[illegible] 731	[illegible]38	30[illegible] [illegible]13	4 11 7
1,711 61	„ „ 27th	324 294	3,5[illegible] 180	54,[illegible] [illegible]	10,8[illegible] 005	30 964	14 [illegible]1 129	860	280 257	5 1 4
1,711·61	„ „ 3rd Feb	3[illegible]9 483	4 34 [illegible]7	47 13 2[illegible]1	9,41 8[illegible]	31 [illegible]	14,2[illegible] 190	814	29[illegible] [illegible]17	4 13 8
1 711 61	„ „ 10th „	381 070	3 9[illegible] 5[illegible]	53,[illegible] 74[illegible]	11,24,[illegible]13	30 517	15 [illegible] [illegible]	907	3[illegible]7 090	5 0 11
1,711 61	„ „ 17th „	380 114	3 81,870	50,07,25[illegible]	11 3[illegible],1[illegible]7	31 41[illegible]	15 4[illegible] 4[illegible]	[illegible]05	311,727	4 15 8
1,711 61	„ „ 24th „	35[illegible] 041	3 78,5[illegible]	5[illegible] 7[illegible] 838	11 0[illegible] 672	30,3[illegible]	15 7[illegible],547	920	311 15[illegible]	5 0 8
1,760 39	„ „ 3rd March	304 800	3 [illegible],18[illegible]	50,2[illegible] 6[illegible]4	10 78 800	2[illegible],41[illegible]	14,07 4[illegible]	8[illegible]	30[illegible] 733	4 15 4
1 837·09	„ „ 10th „	30[illegible] 112	4,14 798	51 12 [illegible]21	10 31 [illegible]17	2[illegible] [illegible]77	14 7[illegible] 49[illegible]	80[illegible]	31[illegible] 043	4 11 3
1,837 09	„ „ 17th „	327 [illegible]	3 4[illegible],271	50 0[illegible] [illegible]	9 70 535	26 2[illegible]	1[illegible] [illegible] 098	751	30[illegible] 496	4 8 10
1,837 09	„ „ 24th „	333 951	3 75 5[illegible]1	54,55,7[illegible]	10 0[illegible],44[illegible]	25 467	14 0[illegible] 5[illegible]4	76[illegible]	2[illegible] 4,233	4 13 5
	Totals up to date	4 210 532	44,76,050	6,12,2[illegible],354	1,2[illegible],67,083	3 3[illegible],858	1 7[illegible] 76 9[illegible]	793	3,572,034	4 15 5

TARKESSUR BRANCH RAILWAY

Approximate Return of Traffic for week ended 23rd March 1901, on 22·23 miles open

	Coaching Traffic		Merchandise and Mineral Traffic.		Other earnings (estimated)	Total earnings.	Traffic Train-miles run.		
	Number of passengers	Coaching receipts.	Weight carried	Receipts			Coaching.	Merchandise.	Total.
		Rs. A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	23,044	5,947 5 0	27,093 10	793 0 0	8 0 0	6 7[illegible]6 14 0	1 090	66	1,156
Or per mile of railway		267 8 7		35 11 2	0 4 4	[illegible] 8 1		..	...
For previous 10½ weeks of half year	265 0[illegible]9*	66 015 4 0*	2,9[illegible],647 30†	9 2[illegible]3 11 0†	60 0 0‡	75 2[illegible]8 [illegible]5 0	11,821½	1,104½	12,985
Total for 11½ weeks	28[illegible],[illegible]63	71,962 9 0	3 2 6[illegible] 0	10 007 4 0	[illegible] 0 0	[illegible] 035 13 0	12,911	1,2[illegible]2	14,112
Comparison.									
Total for corresponding week of previous year	22,729½	5 632 4 1	27,501 3[illegible]	1 2[illegible]9 13 0	5 4 6	6,867 5 7	1,021	676	1,697
Per mile of railway corresponding week of previous year		253 5 10		58 5 2	0 3 9	308 14 9		......	...
Total for corresponding 11½ weeks of previous year	284 0 2½	70,058 5 1	4 24,520 10	12 084 4 0	115 0 0	82,258 2 1	12,401	3,363	15,764

* Added No. of passengers 2,936 and Rs 153 }
† Deducted Mds. 12,485 and „ 141 } On account of difference between the approximate and audited figures for the week ended 26th January 1901.
‡ Ditto „ 1 }
§ Audited figures up to 26th January 1901.

TARKESSUR BRANCH RAILWAY—*concluded*

1901. *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900*

Open mileage.	Period	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total.	Per mile of railway	Train mileage	
		No. of passengers.	Rs	Mds.	Rs	Rs	Rs	Rs	No	Rate Rs A P
22·23*	12 days of January	5 281	7,800	24,776	1,112	5	8,917	401	2,068	4 5 0
22·23*	Week ending 19th January	20 171	4 83	14,418	534	11	5 127	231	1,168	4 5 1
22·23*	" " 26th "	22,762	5,481	19,236	763	5	6,249	281	1,188	5 4 2
22·23	" " 2nd February	31,740	6,097	34 494	794	5	6 896	310	1 188	5 12 11
22·23	" " 9th "	27 159	6 640	35,814	1 001	5	7,646	344	1 188	6 7 0
22·23	" " 16th "	31,540	8,278	25 478	992	6	9,276	417	1 158	7 12 11
22·23	" " 23rd "	37 273	9,316	25 352	1 (55	6	10,377	417	1,331	7 13 9
22·23	" " 2nd March	21 980	5 782	32,964	156	6	6 741	3 3	1 231	5 8 4
22·23	" " 9th "	24,688	6,327	32 246	980	5	7 401	3 8	1,188	6 3 4
22·23	" " 16th "	22,415	5,711	33,864	1 041	6	6,757	304	1 188	5 11 0
22·23	" " 23rd "	23 044	5,947	37,983	793	6	6 746	304	1,1 8	5 10 10
	Totals up to date	283,063	71 962	3,37,631	10 004	66	82 036	315	14,1.3	5 13 0

* Audited figures

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded **1900.**

Open mileage.	Period	No of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate. Rs A P
22·23	12 days of January	38,133	5,190	35 948	1 5 1	10	10 416	469	2 343	4 7 1
22·23	Week ending 20th January	19 719	4 (15	14,487	705	10	5 130	231	1,696	3 3 5
22·23	" " 27th "	21 810	5 16	72 105	1 0 7	15	6 288	283	1 2 8	4 13 6
22·23	" " 3rd February	21 623	5 276	18 974	7·1	7	6,014	271	1,185	5 1 0
22·23	" " 10th "	22 919	5,690	57 582	1 10	5	6,797	306	1,188	5 11 7
22·23	" " 17th "	28 611	7 274	38 574	1	5	8 356	376	1 158	7 0 0
22·23	" " 24th "	23 032	5 594	33 293	1 241	7	6 853	308	1 183	5 12 3
22·23	" " 3rd March	30,442	9 953	27,410	1 (14	11	10 178	414	1 346	7 14 9
22·23	" " 10th "	24 457	6,157	32,079	1 1	16	7 365	311	1,188	6 3 2
22·23	" " 17th "	23 548	5 812	63 657	1 8	18	7 197	324	1 502	4 12 8
22·23	" " 24th "	22 790	5 634	37 501	1 .10	5	6,567	309	1 897	4 0 9
	Totals up to date	284,063	70 058	4,24,520	12 (55	115	82 258	312	15,764	5 3 6

DELHI-UMBALLA-KALKA RAILWAY

Approximate Return of Traffic for week ended 23rd March 1901, on 162 24 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	24 263	20,910 5 0	1 40 570 20	15 518 13 0	6? 0 0	36 523 1 0	7 562	3,718	11,?80
Or per mile of railway		1.8 14 2		95 13 1	0 6 6	225 1 9			
For previous 10½ weeks of half year	185 532*	1,62 213 8 0*	16 00 061 0†	1,28 850 10 0†	650 0 0‡	2 91 783 2 0	84,9 5§	39 148§	124 65?
Total for 11½ weeks	209 795	1 83 203 13 0	17 40,631 20	1 44 378 6 0	? 0 0	3 28 306 8 0	92 467	42 866	135,133
Comparison.									
Total for corresponding week of previous year	16 520½	19,121 0 10	1,57,935 20	13,087 5 0	7? 6 0	32 27? 11 10	7,793	3 795½	11 588½
Per mile of railway corresponding week of previous year		117 13 8	......	80 10 8	0 7 1	198 15 5			
Total for corresponding 11½ weeks of previous year	195 580	1 71 943 11 9	11 89 688 20	1,33 411 9 10	820 9 0	3 0?,174 5 7	88,580	37,467	126 076

* Added No of passengers 1,349 and Rs 2 511 }
† Deducted Mds 19,5 8 and " 919 } On account of difference between the approximate and audited figures for the week ended 26th January 1901
‡ Added " 13 }
§ Audited figures up to 26th January 1901.

1901. *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900*

Open mileage.	Period	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total	Per mile of railway	Train mileage.	
		No of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs. A. P.
162·24*	12 days of January	28 786	22 477	1,95 266	16 ?6	66	89,838	219	20,837	1 13 10
162·24*	Week ended 19th January	15 707	13 481	1 78,397	11 (4	41	25 836	159	12 993	2 0 0
162·24*	" " 26th "	16 338	13 879	1 40 536	11 573	81	25,529	157	12 142	2 1 8
162·24	" " 2nd February	16 992	13,8 6	1,09,524	12 441	67	26,314	162	10,881	2 6 8
162·24	" " 9th "	17,256	16,458	1 83 894	13 ?0	65	29,763	183	1 ,661	2 8 10
162·24	" " 16th "	17,720	14,911	1 51 866	1. 061	65	27,037	167	10,624	2 8 9
162·24	" " 23rd "	17 098	15 134	1 43 634	9 ? 6	72	24 769	153	11 ?42	2 3 11
162·24	" " 2nd March	17,679	16 177	1,57,296	14 172	68	30,417	187	11 908	2 11 5
162·24	" " 9th "	17,?03	16 917	1 75 932	14 209	69	31 195	192	11,354	2 12 0
162·24	" " 16th "	21,8.7	18,805	1,66 212	15,421	66	34,092	196	11,182	2 15 1
162·24	" " 23rd "	24 263	20,910	1,60,571	15 540	66	36,522	225	11,281	3 3 10
	Totals up to date	209,795	1,83,204	17,40,6.3	1,44 378	726	3,28,306	778	135,339	2 6 10

* Audited figures.

DELHI-UMBALLA-KALKA RAILWAY—*concluded*

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded. **1900.**

Open mileage	Period.	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total	Per mile of rail way.	Train mileage	
		No. of passengers	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No.	Rate. Rs. A. P.
162·24	13 days of January	28,423	26,996	1 81,104	22,085	123	49 204	303	12,464	[illegible]
162·24	Week ended 20th January	14,207	10 686	74 419	11,789	44	22,520	139	9,072	[illegible]
162·24	" " 27th "	14 124	10,453	94,788	10 158	140	20,751	128	9,093	[illegible]
162·24	" " 3rd February	14 684	11 936	84,775	9 445	79	21,468	132	10,386	[illegible]
162·24	" " 10th " ...	16,369	13 157	1,13,885	12 368	42	25,567	158	10,602	[illegible]
162·24	" " 17th "	16 555	14 046	87 111	9 776	46	24,868	147	10 158	[illegible]
162·24	" " 24th "	16,690	13,017	71 348	12,258	62	25,337	154	10,309	[illegible] 7 4
162·24	" " 3rd March ...	17 386	16,631	94,509	10 008	77	26,711	165	10,722	[illegible] 7 10
162·24	" " 10th "	20,054	19 379	67,050	11 645	66	31 091	192	11,098	[illegible] 10
162·24	" " 17th "	18,268	16,852	1 38 748	10,784	68	27,404	169	11,389	[illegible] 6
162·24	" " 24th "	18,830	19 121	1 51,938	13,088	71	32,280	199	11,362	2 13 7
	Totals up to date ...	199,580	1,71,146	11,89,689	1,33,413	820	3,06,174	189	126,078	2 6 10

SOUTH BEHAR RAILWAY

Approximate Return of Traffic for week ended 23rd March 1901, on 78 76 miles open.

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching	Merchandise.	Total
		Rs A. P	Mds s	Rs A P.	Rs A P	Rs A P			
Total traffic for the week	14,651	7,940 11 0	58,627 10	5,519 14 0	48 0 0	13,507 9 0	1,989	689	2,678
Or per mile of railway ...	...	100 13 2		70 1 2	0 9 9	171 8 1	..	......	.....
For previous 10¾ weeks of half-year	125,419*	57,907 9 0*	5,75 027 30†	37,016 2 0†	429 0 0‡	95,352 11 0	20,258§	11,257§	31,515
Total for 11¾ weeks	140,100	65 848 4 0	6,33 655 0	42,535 0 0	477 0 0	1,08,860 4 0	22,247	11,946	34,193
Comparison									
Total for corresponding week of previous year	14,365½	8,009 12 5	64,526 0	4,362 8 0	33 9 3	12,405 13 8	1,630	638½	2,268½
Per mile of railway corresponding week of previous year	......	101 11 2	.. ..	55 6 3	0 6 10	157 8 2	......	....	....
Total for corresponding 11¾ weeks of previous year ..	139,927	69 759 8 10	6,43,6 0 0	46,560 5 3	293 8 9	1,16,613 6 10	18,287	8,259½	26,546½

* Added No of passengers 3,219 and Rs. 1,626 }
† Deducted Mds. 5,163 and " 658 } On account of difference between the approximate and audited figures for the week ended 26th January 1901.
‡ Do Rs. 1 }
§ Audited figures up to 26th January 1901

1901 *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900.*

Open mileage	Period.	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings	Total.	Per mile of railway	Train mileage.	
		Number of passengers	Rs.	Mds	Rs	Rs	Rs.	Rs	No.	Rate. Rs A. P.
78·76*	12 days of January	18,079	8,256	60 742	4,259	47	12,562	160	5,585	2 4 6
78·76*	Week ended 19th "	11,073	5,046	40,631	3,025	20	8 091	103	3 320	2 6 1
78·76*	" " 26th "	12,077	6,025	46,172	2 862	41	8 928	114	3,150	2 13 6
78·76	" " 2nd Feb	9,861	4,416	52 019	3,138	43	7,597	96	2,976	2 6 10
78·76	" " 9th "	11,290	5,005	51 110	3,154	44	8,203	104	2,590	3 2 6
78·76	" " 16th "	11,259	5,609	62,712	4,148	44	9,201	117	2,108	2 15 4
78·76	" " 23rd "	12,408	5 837	68 943	4,536	48	10,501	133	2,878	3 14 9
78·76	" " 2nd March	12 606	5,962	63,062	3,621	47	9 630	122	2,754	3 7 11
78·76	" " 9th "	12,013	6,141	53 960	3,478	48	9,667	123	2,756	3 8 1
78·76	" " 16th "	13 213	6 150	59 576	4 705	47	10,902	138	2,678	4 1 2
78·76	" " 23rd " ..	14 651	7,941	58 627	5,519	48	13,508	172	2,678	5 0 8
	Totals up to date	140,100	65,848	6,33,655	42,535	477	1,08,860	118	34,193	3 2 11

* Audited figures.

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded. **1900.**

Open mileage	Period.	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings	Total.	Per mile of railway	Train mileage.	
		Number of passengers	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No.	Rate. Rs. A. P.
78·76	13 days of January	19 319	9,093	94,736	6 991	54	16,144	205	4,184	3 14 6
78·76	Week ended 20th "	9 886	4,426	65,656	4,221	12	8,658	110	2,326	3 14 8
78·76	" " 27th " ..	10 125	4,975	60,093	4,566	21	9,494	128	2,226	4 4 11
78·76	" " 3rd Feb. ..	10 685	5,150	56,604	4,152	22	9,313	118	2,296	4 2 11
78·76	" " 10th " ..	12,247	5 900	54,024	3,653	25	9,565	121	2,294	6 4 9
78·76	" " 17th "	13,167	6,444	53,127	4,088	32	10,564	134	2,226	4 11 11
78·76	" " 24th " ..	12,326	6,367	45 451	3,964	24	10,275	130	2,218	5 9 10
78·76	" 3rd March	12,922	6,573	53 791	4,896	23	11,492	146	2,206	5 3 4
78·76	" " 10th "	13,944	7,103	51,061	3,920	28	11,051	140	2,325	5 3 2
78·76	" " 17th "	10 992	5,766	50,040	3,754	30	9,570	122	2,062	4 0 10
78·76	" " 24th "	14,365	8,010	64,526	4,362	34	12,406	158	2,268	5 6 11
	Totals up to date	139,927	69,761	6,43,610	46,560	293	1,16,613	137	26,546	5 7 6

EAST INDIAN RAILWAY

Approximate Return of Traffic for week ended 30th March 1901 on 1,840 32 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds s	Rs A P (a)	Rs A P	Rs A P			
Total traffic for the week	365,586	3,75,638 15 0	57 78 278 20	10 27,483 9 0	21 715 0 0	14 24 842 7 0	107,709	204 284	311,993
Or per mile of railway		204 1 10		558 5 2	11 12 8	774 3 3			
For previous 11¾ weeks of half year	4 578 748*	46 07 482 4 0*	6 41 10 864 0†	1,08,80 063 11 0†	2 0 215 0 0‡	1 58 07 775 15 0	1 274 134§	2 243 580§	3 517,714
Total for 12¾ weeks	4 944 336	50 73 121 3 0	6 98 89 142 20	1,19 07 547 3 0	2 1 930 0 0	1 72 52 618 6 0	1 381 843	2 447 864	3,829 707
Comparison									
Total for corresponding week of previous year	333 647	3 68 636 14 0	59 01 760 30	9 91 621 3 0	2 335 3 6	13,65 793 4 6	102 148	190,996½	293 144½
Per mile of railway corresponding week of previous year		200 12 5		539 12 5	1 12 8	7[illegible]4 5 6			
Total for corresponding 12¾ weeks of previous year	4,544,229	48,44,887 5 11	6,71 25 123 30	1 34,58,703 11 5	3 59 193 6 7	1 86 62 784 7 11	1 302 944½	2 563 334	3 865 178

(a) The increase is chiefly in coal traffic
* Added No. of passengers 25 421 and Rs 15 079 }
† Do Mds 3 47,347 and 19 6 0 } On account of difference between the approximate and audited figures for the week ended 2nd February 1901
‡ Do 577 }
§ Audited figures up to 2nd February 1901

1901 *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900*

Open mileage	Period	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total	Per mile of railway	Train mileage	
		No of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs A P
*1 840 32	12 days of January	517 806	5 51 419	61 59 264	14 [illegible] 7	31 128	19 84 034	1 078	504 735	3 14 11
*1 840 32	Week ended 19th	386 687	4 06 97[illegible]	53 [illegible]	8 [illegible]	11 [illegible]	13,19 488	717	279 648	4 7 11
*1 840 32	,, ,, 26th	401 809	4 3[illegible]	[illegible] 5 923	8 [illegible]	11 [illegible]	13 25 [illegible]	722	300 096	4 6 10
*1 840 32	,, ,, 2nd February	4[illegible] 913	4 37 311	56 02 489	9 [illegible]	[illegible]1 404	13 [illegible]	710	2[illegible] 709	4 9 0
1 837 09	,, ,, 9th ,,	4[illegible]	4 [illegible] 147	56 40 779	[illegible]	21 7[illegible]	[illegible]	778	300 049	4 12 1
1 837 09	,, ,, 16th ,,	40[illegible] 461	4 [illegible]	57 6[illegible]	[illegible]	[illegible]	14 0 868	790	312 873	4 12 8
1,837 09	,, ,, 23rd ,,	4[illegible]	4 36 [illegible]	53 20 930	[illegible]	22 [illegible]	13 8 007	7[illegible]	304 1[illegible]	4 8 9
1 837 09	,, ,, 2nd March	408 412	4 11 307	5[illegible] 249	9 [illegible] 7	22 017	14 08 741	767	297 430	4 11 9
1,840 32	,, ,, 9th ,,	3[illegible] 893	4[illegible]	57 34 120	[illegible] 3	23 42[illegible]	14 01 [illegible]	762	308 271	4 8 9
1 840 32	,, ,, 16th ,,	[illegible]	[illegible]	56 70 [illegible]	[illegible]	23 15[illegible]	[illegible]	7[illegible]	218 5 6	4 10 1
1 840 32	,, ,, 23rd ,,	[illegible]	[illegible]	56 63 714	[illegible]	[illegible]	13 76 880	748	3[illegible]	4 7 5
1,840 32	,, ,, 30th ,,	[illegible]	[illegible]	[illegible] 78 278	10 [illegible]	21 [illegible]	14 2[illegible]	774	311 993	4 9 1
	Totals up to date	4,944 336	50 73 121	6,98 89 142	1 1[illegible]	[illegible]	1 72,52 618	737	3 8[illegible] 707	4 8 1

* Audited figures

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded **1900**

Open mileage	Period	No of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs A P
1,711 61	13 days of January	[illegible]	6 6[illegible]	87 3[illegible] 374	18 3 [illegible]	4[illegible] 319	2[illegible]	1 489	534,707	4 12 4
1 711 61	Week ended 20th	[illegible] 577	3 31 [illegible]	5[illegible] 37 [illegible]	10 [illegible]	31 [illegible]	11 31 [illegible]	818	303 813	4 11 7
1 711 61	,, ,, 27th ,,	3[illegible] 914	[illegible]	54 [illegible]	10 8 [illegible]	30 [illegible]	1[illegible] 121	8[illegible]0	28[illegible] 7	5 1 4
1 711 61	,, ,, 3rd February	38[illegible]	4 31 [illegible]	47 13 381	[illegible]	31 8	1[illegible] 1 0	834	294 217	4 13 8
1 711 61	,, ,, 10th ,,	381 0 0	3 97 [illegible]	53 63 744	11 [illegible]	[illegible] 517	1[illegible]	9[illegible]7	307 000	5 0 11
1 711 61	,, ,, 17th ,,	3[illegible] 114	3 [illegible] 876	5[illegible] 07 254	11 [illegible]	41 [illegible]	1 [illegible]	90[illegible]	311 727	4 15 6
1 711 61	,, ,, 24th ,,	339 611	3 78 [illegible]	55 7[illegible] 838	11 [illegible]	9[illegible] 341	1[illegible]	920	311 158	5 0 5
1,763 30	,, ,, 3rd March	31[illegible] 800	[illegible] 184	50 25 604	10 7 [illegible]	2 [illegible]	14 9 4 2	848	309 793	4 13 4
1,837 09	,, ,, 10th ,,	[illegible] 1 2	4,14 [illegible]	51 1[illegible]	10 [illegible] 317	[illegible]	1[illegible]	8[illegible]3	[illegible] 3 033	4 11 3
1,837 09	,, ,, 17th ,,	327 [illegible]	3 46 [illegible]71	[illegible] 95 49[illegible]	[illegible]	2 [illegible]	13 13 0[illegible]	731	303 4[illegible]	4 6 10
1,837 09	,, ,, 24th ,,	338 [illegible]	3 [illegible]	54 [illegible] 749	10 03 [illegible]	2 [illegible] 7	14 0[illegible] 04	763	293 233	4 12 5
1,837 09	,, ,, 31st ,,	33[illegible] 647	[illegible] 847	59 01 770	[illegible]	[illegible] 335	13 [illegible] 93	[illegible]	2[illegible] 144	4 11 8
	Totals up to date	4 544 2[illegible]9	48 44 887	6 71 2[illegible] 123	1 34 [illegible] 703	3 [illegible] 193	1 86,[illegible] 784	730	3 86[illegible] 178	4 13 3

TARKESSUR BRANCH RAILWAY

Approximate Return of Traffic for week ended 30th March 1901, on 22 25 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	No of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	21,592	5,609 9 0	[illegible]5,698 [illegible]	1 069 8 0	0 0	6 6[illegible]4 1 0	1 059	129	1,188
Or per mile of Railway		2[illegible]2 5 6		47 10 7	0 3 7	3[illegible] 1 8			
For previous 11¾ weeks of half year	289 81*	72 265 9 0*	3 09 136 0†	9,641 4 0†	[illegible] 0 0‡	82 171 13 0	1 [illegible]§	1 20[illegible]	14 113
Total for 12¾ weeks	311 373	77 875 2 0	3 4[illegible] 0	10 [illegible] 12 0	[illegible] 0 0	88 81[illegible] 1 0	13 9[illegible]7	1 [illegible]	1[illegible]301
Comparison									
Total for corresponding week of previous year	22 591½	5,439 13 9	48 504 10	1,276 3 0	13 5 6	6 7 [illegible] 6 3	1 012	176	1 188
Per mile of Railway corresponding week of previous year		244 11 4		5[illegible] 6 7	0 9 7	302 11 6			
Total for corresponding 12¾ weeks of previous year	306 644	75 495 2 10	4 73 024 30	13,360 7 0	1 8 14 6	88,957 8 4	1[illegible]4 3	3 [illegible]	16,952

* Added No of passengers 1,718 and Rs 3 [illegible] }
† Deducted Mds 18,495 and ,, 163 } On account of difference between the Approximate and Audited figures for the week ended 2nd February 1901.
‡ Ditto 1 }
§ Audited figures up to 2nd February 1901

TARKESSUR BRANCH RAILWAY—concluded

1901 *Abstract of progressive weekly return of all earnings for 1901 in comparison with 1900*

Open mileage	Period	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total	Per mile of railway	Train mileage.	
		No of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate. Rs. A. P.
23 23*	12 days of January	36 291	7 800	24 770	1 112	5	8,917	401	2 068	4 5 0
22 21*	Week ending 19th	20 1 1	4 583	14 418	533	11	5 197	231	1,188	4 5 1
22 23*	26th	2 763	5 481	19 [illegible]	763	5	6 249	291	1,188	5 4 2
22 23*	2nd Feb	2 4 8	6 410	15 [illegible]	028	4	7 032	316	1 188	5 14 2
22 23	9th	27 1 9	6 641	30 5 6	1,001	5	7 615	344	1,188	6 7 0
22 23	16th	31 540	8 278	3 478	942	6	9 276	417	1,188	7 13 11
22 23	23rd	37 9 3	9 3 6	35 3	1 058	6	10 377	467	1,320	7 13 9
22 23	2nd March	1 960	5 782	31 914	956	6	6 744	303	1,221	5 8 4
22 23	9th	24 688	6 397	32 10	969	5	7 301	328	1 188	6 2 4
22 23	16th	2 445	5 711	33 505	1 040	6	6 757	304	1,188	5 11 0
22 23	23rd	23 045	5 947	27 08	79*	*6	6 746	304	*1 188	5 10 10
22 23	30th	21 594	5,610	35,508	1 059	*5	6 674	300	1 188	5 9 11
	Totals up to date	311 373	77 875	3,44 ,31	10 901	70	88 846	311	15,301	5 12 11

* Audited figures

Abstract of progressive weekly return of all earnings for 1901 in comparison with 1900—concluded *1900.*

Open mileage	Period	No of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No.	Rate Rs A P
23 23	13 days of January	3 032	8 809	35 918	1,501	16	10 416	469	2 345	4 7 1
22 23	Week ending 20th	19 41	4 615	14 487	505	10	5 130	231	1 504	3 8 5
22 23	27th	21 810	5 910	72 105	1,057	15	6 283	283	1 298	4 13 6
22 23	3rd Feb	21 [illegible]	5 926	18 074	781	7	6 014	271	1,188	5 1 0
22 23	10th	22 919	5 691	57 18	1 102	5	6 797	306	1 188	5 11 7
22 23	17th	28 611	7 274	33 [illegible]	1 077	5	8 356	376	1,188	7 0 6
22 23	24th	23 932	5 594	33 03	1 249	7	6 850	308	1 188	5 12 3
22 23	3rd March	36 443	9 053	35 110	1,914	11	10 978	494	1 396	7 14 9
22 23	10th	31 607	6 1 7	32 070	1 132	16	7 365	331	1 188	6 3 2
22 23	17th	23 518	5 802	61 7	1 377	18	7 197	324	1 503	4 12 8
22 23	24th	2 731	5 672	37 01	1 230	5	6 867	309	1,697	4 0 9
22 23	31st	22 891	5,440	48 304	1 270	13	6 29	303	1 188	5 10 8
	Totals up to date	306 644	75 498	4,73 024	13 361	128	88 987	311	16 952	5 4 0

DELHI-UMBALLA-KALKA RAILWAY

Approximate Return of Traffic for week ended 30th March 1901 on 162·24 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	20 971	19 710 1 0	1 95 893 0	61,941 0 0	64 0 0	38 715 1 0	8 053	4,062	12,114
Or per mile of railway		121 7 10		116 11 11	0 6 4	238 10 1			
For previous 11½ weeks of half year	211 024*	1,83 480 13 0*	17 40 570 20†	1 43 303 6 0†	729 0 0‡	3,27 513 3 0	93,471§	43 219§	136,690
Total for 12½ weeks	231 995	2 03 190 14 0	19,35 963 20	1,02 244 6 0	793 0 0	3 66 228 4 0	101 52[illegible]	47,281	148,804
Comparison									
Total for corresponding week of previous year	21 277½	22 932 4 7	1 76,472 20	16,328 5 10	98 13 3	39 259 6 8	7,841½	3 254	11,095½
Per mile of railway corresponding week of previous year		141 5 7		100 6 5	0 9 9	241 15 9		...	
Total for corresponding 12½ weeks of previous year	216,857½	1 94 875 0 4	13,63,161 0	1 49 630 15 8	918 12 8	3 45 433 12 8	96,430½	40,741	137,171½

* Added number of passengers 1,229 and Rs 277 } On account of difference between the approximate and audited figures for the week ended 2nd February 1901
† Deducted Mds 9 081 and „ 1 073 4 }
‡ Added
§ Audited figures up to 2nd February 1901

1901 *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900.*

Open mileage	Period	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total.	Per mile of railway	Train mileage.	
		Number of passengers	Rs	Mds	Rs	Rs	Rs	Rs.	No	Rate Rs. A P
162·24*	12 days of January	26 7 6	22 477	1 25 06	16 296	65	38 838	239	20,837	1 13 10
162·24*	Week ended 19th	1 707	13 931	1 78 507	11,864	41	25,836	159	12 933	2 0 0
162·24*	26th	16 183	13,878	1 10 634	11 670	61	25 629	157	12,141	2 1 8
162·24*	2nd Feb	18 221	14 083	1 77 414	11 368	71	25 542	157	11 989	2 1 4
162·24	9th	17 258	16 458	1 63,894	13 240	65	29 763	183	11,661	2 6 10
162·24	16th	17,120	14 911	1 1 808	12,061	65	27 037	167	10,694	2 8 9
162·24	23rd	17 6 8	15 144	1 43 454	9,556	73	24 762	153	11 032	2 3 11
162·24	2nd Mar	17 579	16 177	1 57 296	14,172	68	30 417	187	11,206	2 11 5
162·24	9th	17 602	16,917	1,75 933	14 209	69	31,195	192	11,354	2 12 0
162·24	16th	21 677	18 605	1 56 212	13,421	66	32,092	198	11,382	2 13 1
162·24	23rd	24 263	20 910	1 80 571	15 546	66	36 522	225	11 290	3 3 10
162·24	30th	20 971	19 710	1 95,893	19,941	64	38,715	239	12,114	3 3 2
	Totals up to date	231 995	2,03,191	19,35,964	1,62,244	793	3,66,228	172	148,804	2 7 5

DELHI-UMBALLA-KALKA RAILWAY—*concluded*

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded. **1900.**

Open mileage	Period	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total	Per mile of railway	Train mileage.	
		Number of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs A P
162·24	13 days of January	28 523	26 9[illegible]	1,86,104	2 [illegible]	123	40 204	303	19,464	2 8 5
162 24	Week ended 20th ,,	14 [illegible]7	10 085	78 419	11 7[illegible]	41	2[illegible] 528	143	9,672	2 5 3
162 24	,, ,, 27th ,,	14,1[illegible]	10 [illegible]	96 326	1[illegible] 178	110	20 731	128	9,680	2 2 3
162 24	,, ,, 3rd Feb	14 [illegible]	11 936	86,[illegible]75	[illegible]18	79	21 463	132	10 258	2 1 6
162 24	,, ,, 10th ,,	1[illegible]	13 [illegible]	11[illegible]	1 3[illegible]	43	15 5[illegible]7	159	10 939	2 5 5
162 24	,, ,, 17th ,,	16 5[illegible]	14 016	87 111	[illegible] 7	4	23,[illegible]	147	10,156	2 5 7
162 24	,, ,, 24th ,,	16 [illegible]0	13 017	79 348	1 [illegible]	63	25 337	156	10 209	2 7 4
162 24	,, ,, 3rd Mar	1 [illegible] 6	1[illegible] 631	98 [illegible]	10 [illegible]	71	2[illegible] 711	165	10 7[illegible]3	2 7 10
162 24	,, ,, 10th	2 [illegible]	19 [illegible]78	[illegible]	[illegible]	[illegible]8	31 091	192	11 903	2 9 10
162 24	,, ,, 17th ,,	1[illegible]	1[illegible]	1 [illegible] 746	1 [illegible]	64	27 [illegible]	1[illegible]9	11 389	2 6 6
162 24	,, ,, 24th	18 8[illegible]	[illegible]	1 [illegible] 936	1 [illegible]	71	32 280	19[illegible]	11 598	2 12 7
162 24	,, ,, 31st	2 [illegible] 78	[illegible]	1 76 4[illegible]2	1 [illegible]	99	39 20[illegible]	242	11 [illegible]	3 8 7
	Totals up to date	21[illegible] 868	1,9[illegible]	1 3[illegible] 161	14 [illegible]	910	3,45 48[illegible]	166	137 173	2 8 4

SOUTH BEHAR RAILWAY

Approximate Return of Traffic for week ended 30th March 1901 on 76 76 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train Miles Run		
	No. of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds S	Rs A P	Rs A P	Rs A P			
Total traffic for the week	13 776	6 3[illegible]7 10 0	77 455 20	5 [illegible]30 1 0	45 0 0	14 [illegible] 6 [illegible]	2 030	648	2,678
Or per mile of Railway		1[illegible] 5 7 8		7[illegible] [illegible] 5	0 9 ·2	181 [illegible] 0			
For previous 11[illegible] weeks of half year	14[illegible] 1[illegible]1*	68 7[illegible] 4 [illegible]*	6 30 418 0†	4 186 [illegible]	4[illegible]7 0 [illegible]‡	1 11 6[illegible] [illegible]	2[illegible] 048	11 940§	34,444
Total for 12[illegible] weeks	15[illegible]7	[illegible] 30 14 0	7 07 [illegible]1 20	48 125 1 [illegible]	5 2[illegible] 0 0	1 25 [illegible]78 10 0	24,5[illegible]	12 588	37,122
Comparison									
Total for corresponding week of previous year	13 194	6 781 10 3	58 064 0	3 961 1 0	29 4 6	10 772 13 9	1 480	9[illegible]½	2,441½
Per mile of Railway corresponding week of previous year		8[illegible] 1 8		50 4 [illegible]	0 6 0	136 13 6			
Total for corresponding 12[illegible] weeks of previous year	1[illegible]3 121	76 5[illegible] 3 1	7 [illegible] 0	52 522 4 [illegible]	3[illegible] 18 3	1 2[illegible] 385 4 7	19 776	9,211½	28,987½

* Added No. of passengers 5 071 and Rs. 2 87[illegible]
† Deducted Mds 3 2[illegible] and [illegible]
‡ Ditto [illegible]
} On account of difference between the Approximate and Audited figures for the week ended 2nd February 1901

§ Audited figures up to 2nd February 1901

1901 *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900*

Open mileage	Period	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total	Per mile of Railway	Train mileage	
		No of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs A P
76·76*	13 days of January	18 0[illegible]	[illegible]	69 712	[illegible]	47	12 582	1[illegible]0	5 [illegible]85	2 4 0
76 76*	Week ended 19th ,,	11 073	[illegible] 046	49 018	[illegible]	20	8 091	103	3 [illegible]90	2 6 1
76 76*	,, ,, 26th	1[illegible] 6 7	[illegible]	46 173	[illegible]	41	8 0[illegible]8	114	3 1[illegible]0	2 13 8
76 76*	2nd Feb	14 8 2	7 [illegible]	4[illegible] 810	[illegible]	23	10 10[illegible]	128	3 2 9	3 2 1
76 76	,, ,, 9th	11 29[illegible]	5 [illegible]0	61 110	3 [illegible]	44	8 3 3	1 4	2 5 [illegible]	3 2 6
76 76	,, ,, 16th	11 259	5 0[illegible]	6[illegible] 13	4 1[illegible]	44	9 [illegible]01	117	3 109	3 15 4
76 76	,, ,, 23rd	12 408	[illegible] 8 7	68,015	4 [illegible]	48	10 5 [illegible]	133	2 678	3 15 9
76 76	,, ,, 2nd Mar	12 606	5 9[illegible]	63 062	3 6 1	47	[illegible] 63[illegible]	1[illegible]2	2 [illegible]4	3 7 11
76 76	,, ,, 9th ,,	11 013	[illegible]	52 93[illegible]	3 [illegible] 8	48	9 6 7	1 3	2 756	3 8 1
76 76	,, ,, 16th ,,	13 213	6 1 0	5[illegible] 576	4 7[illegible]	47	10 9 2	1[illegible]8	[illegible] 678	4 1 2
76 76	,, ,, 23rd ,,	14 681	7 [illegible]41	58 637	[illegible] 51[illegible]	48	13 508	17[illegible]	2 6 8	5 0 8
76 76	,, 30th ,,	14 758	8 3 8	77,488	5 0[illegible]	45	14 293	181	2 678	5 5 5
	Totals up to date	15[illegible] 927	77 031	7 07,032	4[illegible] 1[illegible]0	502	1 25,659	125	37,122	3 6 2

* Audited figures

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded **1900**

Open mileage	Period	No of passengers	Rs	Mds	Rs	Rs	Rs	Rs.	No.	Rate. Rs A. P
76·76	13 days of January	1[illegible] 319	9,0[illegible]	9[illegible] 776	3 [illegible]1	54	16 144	205	4 134	3 14 6
76 76	Week ended 20th ,,	9,[illegible]95	4,[illegible]5	[illegible]0 1[illegible]	4 [illegible]1	1[illegible]	8,[illegible]	110	2 2[illegible]8	3 14 2
76 76	,, ,, 27th ,,	1[illegible],125	4,[illegible]	60 0[illegible]	4 [illegible]8	21	9 5[illegible]4	12[illegible]	2 216	4 4 11
76·76	,, ,, 3rd Feb	10 [illegible]26	5 159	56,604	4 1[illegible]2	2[illegible]	9,313	11[illegible]	2 2[illegible]6	4 2 11
76 76	,, ,, 10th ,,	1[illegible] 2[illegible]7	[illegible],909	5[illegible] 6[illegible]4	3 [illegible]3	23	9 [illegible]65	121	2,2[illegible]6	4 4 9
76 76	,, ,, 17th ,,	13 1[illegible]	[illegible] 4[illegible]	5[illegible] 127	3 [illegible]	32	10 [illegible]4	1[illegible]	2 [illegible]	4 11 11
76·76	,, ,, 24th	1[illegible]	6 207	46 451	3 [illegible]	24	10 275	130	2 226	4 9 10
76 76	,, ,, 3rd Mar	12 [illegible]	6 [illegible]73	5[illegible],791	4 [illegible]	23	11 492	146	2,205	5 3 4
76·76	,, ,, 10th ,,	13 [illegible]4	7 1 [illegible]	51,961	9 [illegible]	26	11 061	140	2,205	5 0 2
76 76	,, ,, 17th ,,	10 [illegible]3	5 766	50 049	3 [illegible]	20	9 570	1[illegible]	2,363	4 0 10
76 76	,, ,, 24th ,,	14 3[illegible]5	8 010	64,826	4 [illegible]3	34	12 407	158	2 298	5 6 11
76 76	,, ,, 31st ,,	1[illegible],104	6,751	5[illegible],0[illegible]	[illegible],061	29	10 7 2	137	2 441	4 6 7
	Totals up to date	153,121	76,541	7,01,674	52,523	328	1,29,3[illegible]5	128	28 967	4 7 5

EASTERN BENGAL STATE RAILWAY.

(Including N B., K.-D , Dacca, and Assam-Behar Sections.)

Approximate Return of Traffic and Mileage for the week ended 30th March 1901, on 852 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic		Other earnings (including ferry)	Total earnings.	Traffic Train-miles run.		
	Number of passengers	Coaching receipts.*	*Weight carried	Receipts			Coaching.	Merchandise.	Total.
		Rs A. P	Mds s	Rs A. P	Rs A. P	Rs. A. P.			
Total traffic for the week	243 040	1,37,010 0 0	16,95,320 0	1,51,910 0 0	35,380 0 0	3,24,300 0 0	35,350	37,570	[illegible]
Or per mile of railway	285	161 0 0	1,985 0	178 0 0	30 0 0*	369 0 0*	...	...	...
For previous 12 weeks of half year	2,828,180	13 93 650 0 0	1,27,89,000 0	17 04,230 0 0	1,89,820 0 0	34,87,600 0 0	423,367*	464,776	887,843
Total for 13 weeks	3,071 220	15,30,660 0 0	1,38 85,820 0	0 56 131 0 0	2,25,20 0 0	38,11,990 0 0	458,717	502,346	961,063
Comparison									
Total for corresponding week of previous year	201,748	1,21,159 0 0	8,93,520 0	1 22,441 0 0	59,409 0 0	3,03,098 0 0	36 575	36,026	72,301
Per mile of railway corresponding week of previous year	242	146 0 0	1,074 0	147 0 0	55 0 0	348 0 0	..	...	
Total to corresponding date of previous year	2,868 242	14,17 733 0 0	1,45,90,088 0	1 40 917 0 0	3,00 562 0 0	37,74,317 0 0	464,055	513,004	977 059

* Excluding steamer earnings.

DACCA STATE RAILWAY

Approximate Return of Traffic and Mileage for the week ended 30th March 1901, on 86 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings.	Total earnings	Traffic Train miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	53 830	12 580 0 0	19,370 0	1 830 0 0	300 0 0	14,710 0 0	2,790	1,800	4 656
Or per mile of railway	626	146 0 0	225 0	21 0 0	4 0 0	171 0 0			
For previous 12 weeks of half year	313 960	99 370 0 0	5 15,200 0	49 910 0 0	1,820 0 0	1 51 100 0 0	34 320	23 938	58,258
Total for 13 weeks	367,790	1 11 950 0 0	5 34,570 0	51 740 0 0	2,120 0 0	1 65,810 0 0	37 110	25 798	62 914
Comparison									
Total for corresponding week of previous year	23 08	7 270 0 0	22 278 0	2 011 0 0	4 941 0 0	14 262 0 0	2 950	1 245	4 195
Per mile of railway corresponding week of previous year	278	85 0 0	259 0	24 0 0	57 0 0	166 0 0			..
Total to corresponding date of previous year	319 706	98 092 0 0	3,80,403 0	33,497 0 0	8,317 0 0	1 39,906 0 0	38,190	15 422	53 612

N B —Increase in passenger traffic due to Brahmaputra bathing festival

COOCH BEHAR STATE RAILWAY

Approximate Return of Traffic and Mileage for the week ended 30th March 1901, on 33 73 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (including ferry)	Total earnings.	Traffic train miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	3,630	1 270 0 0	4,240 0	470 0 0	60 0 0	1,800 0 0	350	1 500	1,850
Or per mile of railway	108	38 0 0	126 0	14 0 0	*	*52 0 0			..
For previous 12 weeks of half year	21 280	8 640 0 0	1,02,310 0	8 230 0 0	550 0 0	17 410 0 0	4 041	16 738	20,779
Total for 13 weeks	24 910	9,910 0 0	1 06,550 0	8,610 0 0	610 0 0	19 210 0 0	4,391	18 238	22,629
Comparison									
Total for corresponding week of previous year	4 296	1 537 0 0	5,447 0	602 0 0	430 0 0	2,508 0 0	388	925	1 313
Per mile of railway corresponding week of previous year	129	47 0 0	164 0	18 0 0	1 0 0	66 0 0			... ..
Total to corresponding date of previous year ..	26,093	10,512 0 0	1,18,780 0	10,192 0 0	2 531 0 0	23,235 0 0	2,597	12,117	14,714

* Excluding coaching ferry

MYMENSINGH-JAGANNATHGANJ RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 30th March 1901, on 53·87 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	30,100	7,070 0 0	7,690 0	265 0 0	10 0 0	7,345 0 0	1,386	348	1,734
Or per mile of railway ...	564	136 0 0	144 0	5 0 0	..	136 0 0	..	..	...
For previous 12 weeks of half-year	107,730	27,360 0 0	1,54,640 0	7,450 0 0	170 0 0	35,380 0 0	13,114	6,968	20,082
Total for 13 weeks ...	137,830	34,430 0 0	1,62,330 0	8,110 0 0	180 0 0	42,720 0 0	14,500	7,316	21,816
Comparison.									
Total for corresponding week of previous year...	9,135	2,263 0 0	12,338 0	448 0 0	20 0 0	2,731 0 0	1,114	1,454	2,568
Per mile of railway corresponding week of previous year	171	43 0 0	250 0	8 0 0		51 0 0	..	...	.
Total to corresponding date of previous year	112,020	28,115 0 0	2,47 083 0	13,820 0 0	185 0 0	42,120 0 0	13,468	9,071	22,539

N.B.—Increase in passenger traffic is due to Brahmaputra bathing festival.

BRAHMAPUTRA-SULTANPUR RAILWAY

Approximate Return of Traffic and Mileage for the week ended 30th March 1901, on 59 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings.	Total earnings	Traffic Train miles run.		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs A P	Mds s.	Rs. A P	Rs A P	Rs A P			
Total traffic for the week ..	10,080	3,350 0 0	10 050 0	950 0 0	30 0 0	4,330 0 0	764	916	1,680
Or per mile of railway	171	57 0 0	181 0	16 0 0		73 0 0			...
For previous 12 weeks of half year	73,750	21,280 0 0	1 83,060 0	16,920 0 0	420 0 0	38,620 0 0	11 244	9,621	20,865
Total for 13 weeks	83,830	24 630 0 0	1,93 710 0	17 870 0 0	450 0 0	42 950 0 0	12 008	10,537	22,545
Comparison									
Total for corresponding week of previous year ..	2 945	885 0 0	16 053 0	535 0 0	6 0 0	1,416 0 0	651	486	1,067
Per mile of railway corresponding week of previous year	120	30 0 0	680 0	21 0 0		57 0 0	..		
Total to corresponding date of previous year ..	32 621	9,0?7 0 0	3,77 413 0	12 680 0 0	103 0 0	22,489 0 0	3,220	13 473	16,693

EASTERN BENGAL STATE RAILWAY

(Including N. B., K.-D., Dacca, and Assam Behar Sections.)

Approximate Return of Traffic and Mileage for the week ended 6th April 1901, on 853 miles open

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings (including ferry)	Total earnings	Traffic Train miles run		
	No. of passengers.	Coaching receipts.	Weight carried.	Receipts			Coaching	Merchandise.	Total.
		Rs. A P	Mds s	Rs. A P	Rs A P	Rs A P			
Total traffic for the week ..	277,500	1,24,250 0 0	8,50 180 0	1,27,160 0 0	7,100 0 0	2,58 510 0 0	36,230	37,720	73,950
Or per mile of railway ...	325	146 0 0	997 0	149 0 0	1 0 0	*296 0 0			...
For previous 13 weeks of half year ...	3,071,220	15,30,660 0 0	1,38 83,920 0	20,56,130 0 0	2 25 200 0 0	38 11,990 0 0	458,717	502,346	961,063
Total for 14 weeks ..	3,348,720	16,54,910 0 0	1 47,34,090 0	21,83,290 0 0	2,32,300 0 0	40 70,500 0 0	494,947	540 066	1,035 013
Comparison									
Total for corresponding week of previous year ..	275,376	1,09,086 0 0	10,67,610 0	1,34,881 0 0	10,595 0 0	2,54,562 0 0	36,352	37,116	73,468
Per mile of railway corresponding week of previous year	331	131 0 0	1,283 0	162 0 0	2 0 0	295 0 0	..		...
Total to corresponding date of previous year	3,145,618	15,26,894 0 0	1,56,63,698 0	21,84,798 0 0	3,17,157 0 0	40,28,779 0 0	500,427	550,120	1 050,557

* Excluding steamer earnings

DACCA STATE RAILWAY

Approximate Return of Traffic and Mileage for the week ended 6th April 1901, on 86 miles open.

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings.	Traffic Train miles run.		
	No. of passengers	Coaching receipts	Weight carried	Receipts.			Coaching	Merchandise.	Total.
		Rs. A. P.	Mds. S.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week	25,[illegible]	6,[illegible]40 0 0	2[illegible] 0	2,600 0 0	840 0 0	9,8[illegible] 0 0	2,790	1,240	4,030
Or per mile of railway	301	81 0 0	[illegible] 0	30 0 0	4 0 0	115 0 0	..		
For previous 13 weeks of half year	3[illegible] 700	1,11,950 0 0	5,[illegible] 0	51,740 0 0	2,120 0 0	1,[illegible] 810 0 0	37,116	25,798	62,914
Total for 14 weeks	[illegible]93,710	1,1[illegible] 0 0	5,57[illegible] 0	54,340 0 0	2,460 0 0	1,75,690 0 0	[illegible]9,906	27,038	66,944
Comparison									
Total for corresponding week of previous year	37,52[illegible]	9,893 0 0	21,1[illegible] 0	1,896 0 0	371 0 0	12,150 0 0	2,772	1,100	3,872
Per mile of railway corresponding week of previous year	436	115 0 0	24 0	22 0 0	4 0 0	141 0 0			..
Total to corresponding date of previous year	3[illegible]7,291	1,07,97[illegible] 0 0	4,01[illegible] 0	35,738 0 0	8,688 0 0	1,52,056 0 0	40,062	16,822	57,484

COOCH BEHAR STATE RAILWAY

Approximate Return of Traffic and Mileage for the week ended 6th April 1901, on 33.78 miles open*

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (including ferry)	Total earnings	Traffic Train miles run		
	No. of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs. A. P.	Mds. S.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week	[illegible]	810 0 0	4	510 0 0	[illegible]0 0 0	1,3[illegible] 0 0	335	1,450	1,805
Or per mile of railway	[illegible]	24 0 0	14 0	15 0 0	1 0 0	†40 0 0	*		
For previous 13 weeks of half year	[illegible]	[illegible]	1,06[illegible] 0	8,690 0 0	610 0 0	19,210 0 0	4,3[illegible]	18,218	22,629
Total for 14 weeks	[illegible]	10,[illegible]0 0 0	1,11[illegible] 0	9,[illegible]00 0 0	[illegible] 0 0	20,[illegible]10 0 0	[illegible]746	1[illegible],668	24,434
Comparison									
Total for corresponding week of previous year	4,1[illegible]	1,10[illegible] 0 0	4 0	466 0 0	247 0 0	1,881 0 0	306	[illegible]	1,231
Per mile of railway corresponding week of previous year	120	35 0 0	1[illegible]	14 0 0	2 0 0	51 0 0			...
Total to corresponding date of previous year	30,[illegible]	11,[illegible]50 0 0	1,33[illegible]	10,639 0 0	2,778 0 0	25,117 0 0	2,[illegible]	12,988	15,9[illegible]

* Corrected up to date.
† Excluding [illegible] ferry.

MYMENSINGH JAGANNATHGANJ RAILWAY

Approximate Return of Traffic and Mileage for the week ended 6th April 1901, on 53.37 miles open.

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run		
	No. of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs. A. P.	Mds. S.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week	7,[illegible]30	2,[illegible]0 0 0	6,[illegible] 0	330 0 0	1[illegible] 0 0	2,370 0 0	1,336	353	1,7[illegible]
Or per mile of railway	1[illegible]	[illegible]38 0 0	1[illegible] 0	6 0 5		44 0 0	...		...
For previous 13 weeks of half year	1[illegible]	31,430 0 0	1,02,[illegible]90 0	8,110 0 0	19[illegible] 0 0	42,720 0 0	14,500	7,316	21,816
Total for 14 weeks	14,[illegible]	31,[illegible]0 0 0	1,[illegible]9,000 0	8,440 0 0	190 0 0	45,090 0 0	15,836	7,669	23,5[illegible]
Comparison									
Total for corresponding week of previous year	17,[illegible]02	3,[illegible]03 0 0	10,1[illegible] 0	442 0 0	8 0 0	4,253 0 0	1,182	794	1,976
Per mile of railway corresponding week of previous year	328	7[illegible] 0 0	100 0	8 0 0	.	80 0 0	...	...	...
Total to corresponding date of previous year	120,[illegible]	31,[illegible]17 0 0	2,57,20[illegible] 0	14,262 0 0	194 0 0	46,378 0 0	14,650	9,866	24,511

BRAHMAPUTRA-SULTANPUR RAILWAY

Approximate Return of Traffic and Mileage for the week ended 6th April 1901, on 59 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train Miles run		
	No. of passengers.	Coaching receipts.	Weight carried	Receipts			Coaching	Merchandise.	Total.
		Rs A P	Mds s.	Rs A P	Rs A P	Rs A P			
Total traffic for the week	5 210	1,620 0 0	5 280 0	680 0 0	60* 0 0	2,360 0 0	770	910	1,680
Or per mile of railway	88	27 0 0	89 0	12 0 0	1 0 0	40 0 0			...
For previous 13 weeks of half year ...	83,830	24 630 0 0	1 93 710 0	17 870 0 0	4,0 0 0	42,950 0 0	12,008	10,537	22,545
Total for 14 weeks	89,040	26 250 0 0	1 98 990 0	18,550 0 0	510 0 0	4[illegible] 310 0 0	12,778	11,447	24,225
Comparison									
Total for corresponding week of previous year	3,253	926 0 0	10 002 0	465 0 0	1 0 0	1 392 0 0	440	769	1,209
Per mile of railway corresponding week of previous year	134	37 0 0	412 0	19 0 0		56 0 0			...
Total to corresponding date of previous year ...	35,904	10,022 0 0	3,87 505 0	13,155 0 0	104 0 0	23 581 0 0	3 660	14,242	17,902

BENGAL CENTRAL RAILWAY COMPANY, "LIMITED"

Approximate Return of Traffic and Mileage for the week ended 30th March 1901, on 139 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run.		
	No of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	30 415	1[illegible] 207 0 0	58,389 0	4 313 0 0	26 559 0 0	44 100 0 0	3,971	2,652	6 623
Or per mile of railway	234	†103 0 0	420 0	31 0 0	191 0 0	324 0 0			...
For previous 12 weeks of half year* ...	422 315	1,78,268 0 0	7,36 169 0	54 [illegible] 0 0	40 390 0 0	2 73,373 0 0	51,294	28 669	79 963
Total for 13 weeks	452 730	1 91 475 0 0	7 94,558 0	59 0[illegible] 0 0	[illegible] 919 0 0	3 17,482 0 0	55,265	31,321	86,586
Comparison									
Total for corresponding week of previous year	29,125	11,796 0 0	1,31 495 0	8,[illegible] 0 0	8 131 0 0	28,904 0 0	4,609	3,425	8 034
Per mile of railway corresponding week of previous year	224	91 0 0	946 0	63 0 0	61 0 0	215 0 0			
Total to corresponding date of previous year ..	410 379	1 76,325 0 0	12 43 535 0	92 18[illegible] 0 0	2[illegible] 11[illegible] 0 0	2 97,700 0 0	60,310	38,804	99 114

* Audited up to week ending 9th February 1901
† Coaching traffic calculated on 130 miles only

BENGAL AND NORTH-WESTERN RAILWAY

Approximate Return of Traffic for the week ending 6th April 1901, on 1,251 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated), including steam-boat	Total earnings	Traffic Train miles run		
	No of passengers	Receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs	Mds.	Rs	Rs	Rs			
Total traffic for the week on 1,251 miles open ...	159 350	(a)65 200	6 87,390	(b) 1 07 [illegible] 0	15,610	1 91 040	30 596	(c)35 440	66,036
Or per mile of railway	127 38	52 10	510 39	86 11	14 89	152 9		..	...
For previous 12½ weeks of half year (d) ...	2 157 109	8 91,081	89,01 823	12 [illegible]	2 24 520	23 79 [illegible]	394,143	394 671	788,814
Total for 13½ weeks	2,316,459	9 56,171	9[illegible] 113	13,[illegible]	[illegible] 13 1 0	25 71 16[illegible]	424,739	430,111	854,850
Comparison									
Total for corresponding week of previous year on 1,202 miles open ..	176,293	78,578	7,73,490	85 11[illegible]	1[illegible] [illegible]15	1,83 267	27,525	(e)33 458	60 983
Per mile of corresponding week of previous year ..	152 24	67 85	613·50	7[illegible] 84	16 26	154·95			
Total to corresponding date of previous year	1,803,945	7,87,797	1,02,71,171	13 [illegible]	2 40 093	23,90 642	377 075	4,56,736	834,731

(a) Decrease under Coaching is due to Ram Naumi Mela earnings included in the corresponding week of previous year. The Mela this year was held during week ending 31st March 1901.
(b) The decrease in weight with increase in amount is due to longer lead.
(c) Includes 4,002 miles of ballast trains run on open line.
(d) " audited figures up to week ending 23rd February 1901.
(e) " 4,225 miles of ballast trains run on open line.

SEGOWLIE-RAKSAUL BRANCH RAILWAY.

(Worked by the B. & N.-W. Railway.)

Approximate Return of Traffic for week ending 6th April 1901, on 18 miles open

	Coaching Traffic.		Merchandise and Mineral Traffic		Other earnings (estimated).	Total earnings.	Traffic Train-miles run.		
	Passengers carried.	Receipts.	Weight carried.	Receipts			Coaching	Merchandise.	Total.
	No.	Rs.	Mds	Rs.	Rs.	Rs.			
Total traffic for the week on 18 miles open ..	1,057	157	10,642	656	19	832	404	100	504
Or per mile of railway	58 72	8 72	591·22	36·44	1 06	46·22	...	...	...
For previous 12¾ weeks of half year(*a*)	23,337	4,103	1,54,151	4,622	432	9,157	4,440	1,500	5,940
Total for 13¾ weeks	24,394	4,260	1,64,793	5,278	451	9,989	4,844	1 600	6,444
Comparison									
Total for corresponding week of previous year on 18 miles open	1,303	243	14,030	483	7	733	197	109	306
Per mile of corresponding week of previous year	72 50	13 48	779 44	26·85	0 41	40·74	......	..	...
Total to corresponding date of previous year	18,640	3 473	1,31,767	4,128	269	7,870	2,272	1,300	3,562

(*a*) Includes audited figures up to week ending 23rd February 1901

SEGOWLIE-RAKSAUL BRANCH RAILWAY

(Worked by the B. & N.-W. Railway)

Audited Return of Traffic for week ending 23rd February 1901, on 18 miles open

	Coaching Traffic.		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run		
	Passengers carried	Receipts	Weight carried.	Receipts.			Coaching	Merchandise	Total
	No	Rs. A. P.	Mds.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week on 18 miles open ..	2,399	448 9 3	10 101	308 4 7	24 3 0	780 15 10	399	105	504
Or per mile of railway	133·28	24 14 9	561 17	17 2 1	1 5 5	43 6 3	..	... ..	.. ...
For previous 6¾ weeks of half year	14 340	2,518 4 1	84 988	2 285 14 11	348 1 0	5 152 4 0	2,150	757	2,916
Total for 7¾ weeks ...	16 739	2,966 13 4	95,089	2,594 3 6	372 3 0	5,933 3 10	2,558	862	3,420
Comparison									
Total for corresponding week of previous year on 18 miles open	1,695	300 1 11	10,028	291 15 0	5 5 0	597 5 11	132	120	252
Per mile of corresponding week of previous year ..	94·17	16 10 9	557 11	16 3 6	0 4 9	33 3 0	..	..	......
Total to corresponding date of previous year	10,409	1 908 7 7	65,093	1 938 2 0	59 0 0	3,896 2 7	1,250	730	1,980

ASSAM-BENGAL RAILWAY

Approximate Return of Traffic for the week ended 30th March 1901 on 397 miles open for all descriptions of traffic, and an additional 181 miles for goods and parcels traffic only

	Coaching Traffic.		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings.	Traffic Train-miles run.		
	No of passengers.	Coaching receipts	Weight carried.	Receipts.			Coaching	Merchandise.	Total.
		Rs. A. P.	Mds. s	Rs. A. P.	Rs. A. P.	Rs. A. P			
Total traffic for the week	44,077	27,660 0 0	1,14,478 0	15,386 0 0	4,665 0 0	47,711 0 0	4,365	6,361	10,726
Or per mile of railway	113 29	69·67	195·06	26·68	8·07	104·36	10·99	11·01	22·00
For previous 12 weeks of half year	477 311	3 21,978 0 0	12,12,558 0	1 57,833 0 0	28,992 0 0	5,08,802 0 0	84,774	74,381	159,155
Total for 13 weeks	521,188	3,49,638 0 0	13,27,036 0	1,73,219 0 0	33,657 0 0	5,56,514 0 0	89,139	80,742	169,881
Comparison									
Total for corresponding week of previous year	34,157	20,167 0 0	1,36,857 0	14,078 0 0	4,951 0 0	39,196 0 0	4,195	4,700	8,895
Per mile of railway corresponding week of previous year ...	86·26	50·85	286·86	32·30	11·40	94·67	10·59	10·76	21·35
Total to corresponding date of previous year	417,272	2,67,327 0 0	16,09,372 0	1,65,150 0 0	20,063 0 0	4,50,440 0 0	54,030	65,656	120,686

FINANCIAL YEAR

Approximate Statement of Gross Receipts of the Assam Bengal Railway.

Receipts for week ending 30th March 1901.			Receipts for week ending 31st March 1900			Total receipts from 1st April 1900 to week ending 30th March 1901			Total receipts from 1st April 1899 to week ending 31st March 1900			Total increase in 1901	Total decrease in 1901.
Mean mileage worked.	Receipts	Per mile worked	Mean mileage worked	Receipts	Per mile worked	Mean mileage worked	Total receipts	Per mile worked per week	Mean mileage worked	Total receipts.	Per mile worked per week		
	Rs	Rs.		Rs	Rs.		Rs.			Rs		Rs.	Rs.
578	67,711	104 36	437	39,196	94 47	578	16,12,817		437	16,23,[illegible]29		1,88,968	...

DARJEELING-HIMALAYAN RAILWAY COMPANY, LIMITED

	Rs	A.	P.
Approximate earnings for the week ending 6th April 1901 ..	16,535	0	0
Audited earnings for the corresponding period of 1900	17,303	0	0
Decrease	768	0	0
Receipts per mile for the week ending 6th April 1901	324	3	5
Ditto for the corresponding period of 1900	339	4	5
Decrease	15	1	0
Receipts from 1st January to 6th April 1901	1,63,076	0	0
Ditto for the corresponding period of 1900	1,96,512	0	0
Decrease	33,436	0	0

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No. 17 of 1901.

SUPPLEMENT TO

The Calcutta Gazette.

WEDNESDAY, APRIL 24, 1901

OFFICIAL PAPERS.

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CONTENTS

WEATHER AND CROP REPORT

For the week ending the 22nd April 1901

Burdwan.—Rainfall at Sadar 0·41, Kalna 0·58, Katwa 0·08, Raniganj 0·12. Weather windy and cloudy. Manuring of fields continues. Fodder and water sufficient. Price of common rice stationary.

Birbhum.—No rain. Weather hot and occasionally cloudy. *Til* progressing. Fields being prepared for sugarcane plantation. Price of rice at Sadar and Rampur Hat 12½ seers per rupee. Fodder sufficient.

Bankura.—Rainfall at Bankura 1·16, Vishnupur 0·82. Weather seasonable with occasional dust-storms. The rainfall has facilitated the ploughing. Planting of sugarcane has commenced. *Til* growing. Fodder dear. Water sufficient. No cattle-disease reported. Price of common rice at Bankura and Vishnupur 12½ seers per rupee.

Midnapore.—Rainfall at Sadar 1·31, Contai 1·02, Ghatal 0·50, Tamluk 1·47. *Boro* and *til* doing well. Sugarcane being planted. Want of drinking water at Jhargram. Common rice sells as follows:—

	Srs	
Sadar	13	per rupee
Contai	13	
Tamluk	11	
Ghatal	12	

Hooghly.—Rainfall at Sadar 1·04, Serampur ·11, Arambagh 0·25. Ploughing and manuring of *bhadoi* and winter paddy-fields continues. Common rice sells at 10 seers 10 chitaks per rupee.

Howrah.—Rainfall at Sadar ·34, Ulubaria ·29. Weather seasonable. Harvesting of *boro* continues. Fodder and water sufficient. Common rice sells at 9¾ seers per rupee.

24-Parganas.—Rainfall at Sadar 1 45, at Barasat 20, at Basirhat ·22, at Diamond Harbour 1 58 Weather seasonable Lands are being ploughed for jute and early paddy No cattle disease Fodder and water sufficient Common rice sells as follows —

	Srs.	
Sadar	10	per rupee
Barasat	10	
Basirhat	9	
Diamond Harbour	10½	

Nadia.—Rainfall at Sadar 0 8?, Ranaghat 0 27, Chuadanga 0 11, Meherpur 0 15 Weather seasonable Rain all over the district The rain has facilitated the ploughing operations Fodder and water sufficient No cattle-disease reported Price of common rice stationary

Murshidabad.—Rainfall at Sadar, Kandi and Jangipur nil, Lalbagh 0 25 Harvesting of *rabi* completed Prospects not favourable. Cattle-disease reported from Hariharpara and Bhagwangola thanas Fodder and water sufficient Common rice sells as follows —

	Srs	
Sadar .	13	per rupee
Jangipur ..	13	
Kandi	12½	
Lalbagh .	12	

Jessore —Rainfall at Sadar 3 93, Jhenida 0 93, Magura 0 96, Narail 1 65, and Bangaon 2 18 Weather seasonable Ploughing of lands for the ensuing crops continues Sugar-cane plants are thriving well Fodder and water sufficient Common rice sells as follows.—

	Srs	
Sadar . ..	11	per rupee.
Jhenida ..	11	
Magura . . .	10½	
Narail	10	
Bangaon	12 1/16	

Khulna —Rainfall at Sadar 2 ?3, Bagerhat 2 00, Satkhira 0 31 Weather seasonable. Sowing of *aus* and harvesting of *boro* continues. Prospects fair. Fodder and water sufficient Common rice sells as follows —

	Srs	
Sadar	11½	per rupee
Bagerhat	11½	
Satkhira	10	

Rajshahi.—Weather hot. Prospects of crops fair Sowing of jute and ploughing of lands for other crops going on Fodder and water available Common rice sells at 11½ seers a rupee

Dinajpur —Rainfall nil Weather hot Cattle-disease reported from interior Fodder and water plentiful Rain wanted Cultivation of *bhadoi* and jute commencing Rice 13 seers a rupee

Darjeeling —Rainfall at Darjeeling 02, Kalimpong 13 Siliguri and Kurseong nil Weather seasonable *Hills*—Potatoes promise well *Terai*—sowing of jute and *bhadoi* crops proceeding Common rice sells as follows —

	Srs	
Hills	9	per rupee
Terai	13	

Bhutta sells at Darjeeling 18 seers and at Kalimpong 20 seers per rupee

Jalpaiguri.—Rainfall at Sadar nil, Alipur Duars ·12 Weather seasonable. Harvesting of tobacco finished Fields are being prepared for *bhadoi* and jute. Price of common rice 11 seers per rupee Fodder and water sufficient

Rangpur.—No rainfall Weather hot Sowing of *aus* and jute going on. Rain wanted Cattle-disease prevailing in parts of Nilphamari and Gaibanda subdivisions. Water and fodder sufficient. Price of common rice stationary.

Bogra.—No rain Weather hot. Sowing of *aus* and jute continues Fodder and water sufficient. Rain much wanted Common rice selling at 11 seers per rupee

Pabna.—Rainfall at Sadar 2 24, Sirajganj nil Weather cool at Sadar, hot at Sirajganj Prospects of crops good. The rain has facilitated sowing in the Sadar subdivision considerably Fodder and water sufficient Prices practically stationary.

Dacca.—Rainfall at Sadar ·33, Manikganj 15, Munshiganj 07, Naraingānj ·35 Weather seasonable Prospects of crops fair Fodder available Cattle-disease reported from Manikganj. Common rice 10 seers per rupee

Mymensingh.—Rainfall at Sadar 0·95, Kishoreganj 1 22, Netrokona 0 81 Weather cloudy. *Aus* and jute are being sown. Common rice sells as follows —

	Srs	
Sadar	9	per rupee.
Jamalpur	$8\frac{7}{8}$	
Kishoreganj	$9\frac{5}{8}$	
Tangail	Report not received	
Netrakona	$8\frac{1}{2}$	

Faridpur.—Rainfall at Sadar 1 56, Goalundo 1 14, Madaripur nil Weather seasonable Rain has done a great deal of good. Cultivation progressing Common rice sells at 11 seers a rupee.

Backergunge.—Rainfall at Sadar 2 77 Weather stormy Prospects of crops fair Fodder and water sufficient No cattle-disease reported Common rice (*aman*) sells at $10\frac{1}{2}$ seers per rupee

Tippera.—Rainfall at Comilla 60, Brahmanbaria 2 11, Chandpur 76 Weather seasonable Agricultural prospect somewhat improved, but more rain is wanted Fodder available Drinking water scarce in places Common rice sells at 10 seers per rupee

Noakhali.—Rainfall at Sadar 2 23, Feni 25 Recent rain has done good to the crops and facilitated *aus* cultivation Cattle-disease reported from Begamganj and Senbag Fodder sufficient Scarcity of water in a few places Price of common rice $10\frac{1}{2}$ seers per rupee

Chittagong.—Rainfall at Sadar 1 57, Cox's Bazar 0 28 More rains wanted Water and fodder becoming scarce Common rice selling at 12 seers per rupee

Patna.—Rainfall nil Standing crops doing well Sugarcane and *china* flourishing Gathering of *mahua* continues Fodder and water for cattle sufficient Common rice sells at 14 seers a rupee in Patna

Gaya.—Rainfall nil Harvesting of *rabi* crop finished Common rice selling at 11 seers per rupee

Shahabad.—No rain Weather cloudy for the last two days Threshing of *rabi* going on Fodder and water sufficient Rice $11\frac{1}{4}$ seers a rupee at Sadar

Saran.—Rainfall nil Weather hot and high west wind Indigo generally doing well *China* being irrigated Fodder and water sufficient Common rice $12\frac{1}{2}$ and maize 21 seers per rupee

Champaran.—Rainfall nil Weather hot Threshing of *rabi* going on Fields are being prepared for *bhadoi* Fodder and water sufficient Price of common rice and maize at Sadar are $14\frac{1}{2}$ seers and 23 seers per rupee respectively

Muzaffarpur.—Prospects unaltered Lands are being prepared for the *dhan* and *bhadoi* crops Paddy being sown in low lands, those sown have germinated well Prices are—Common rice $12\frac{1}{2}$ seers, wheat 11 seers, barley 21 seers, maize 21 seers, gram 14 seers, and *arhar* 18 seers per rupee

Darbhanga.—Rainfall nil Threshing of *rabi* is going on Fields being prepared for *bhadoi* Fodder and water sufficient Cattle-disease reported from Jale out post Common rice sells as follows —

	Srs	ch	
Sadar	14	4	per rupee
Samastipur	14	0	
Madhubani	14	15	

Monghyr.—No rain Weather seasonable Harvesting of *rabi* crops nearly finished Threshing going on No cattle-disease. Watering of sugarcane going on Common rice sells as follows —

	Srs	
Sadar	$12\frac{1}{2}$	per rupee.
Begusarai	12	
Jamui	12	

Bhagalpur.—Rainfall at Sadar 0 22 Weather hot The rain though scanty will do good to crops in the north of the district Cattle-disease in some parts of the district. Fodder and water sufficient. Prices stationary

Purnea.—No rain Weather hot at day and cool at night *Bhadoi* and jute sowings commenced Rain wanted No cattle-disease Fodder and water sufficient Common rice sells as follows —

				Srs	
Sadar	...	...	.	13	per rupee
Kishanganj		...	..	13	
Araria	..	..	..	14	

Malda—Rainfall nil Weather hot and cloudy Gathering of gram and other *rabi* crops finished *Boro* paddy is being watered Sowing of *bhadoi* not finished Rain is wanted No cattle-disease Price of rice stationary No want of fodder and water yet

Sonthal Parganas.—Rainfall nil Weather very hot Harvesting of *rabi* only at Godda Cattle-disease reported from Pakour Fodder and water ample Average price of rice is 13 seers 12 chitaks and that of maize 17 seers per rupee

Cuttack—Rainfall at Sadar nil, Jajpur 0 38, Banki 0 54 Weather seasonable *Dalua*, tobacco and *rabi* being harvested *Achhua*, cotton and sugarcane growing Condition of cattle generally good Fodder and water available Common rice sells as follows —

				Srs	Ch	
Sadar	.	.		14	7	per rupee.
Jajpur		.	...	15	12	
Kendrapara	...	...	..	15	12	
Banki				14	14	

Balasore—Rainfall at Sadar 1 63 Harvesting of *rabi* continues Sugarcane doing well Ploughing continues Rice sells at 16, 13½ and 17 seers per rupee in interior, Balasore, and Bhadrak, respectively Fodder and water sufficient

Angul—Rainfall at Sadar 0 08, Tikerpara 0 01 Weather hot and cloudy Price of rice stationary Fodder and water sufficient

Puri.—Rainfall at Sadar 0 13, Khurda nil. Weather seasonable Ploughing continues *Dalua* and *mung* are being harvested Sugarcane and other miscellaneous crops doing well Fodder and water sufficient Price of rice stationary

Hazaribagh.—Rainfall nil Weather seasonable Prospects of *mango* poor and that of *mahua* favourable Common rice sells at 12¼ seers per rupee Fodder and water sufficient

Ranchi—Rainfall 1 05 Weather seasonable Ploughing of lands continues Average price of common rice is 15 seers per rupee Cattle-disease reported from the Ranchi thana. Fodder and water sufficient

Palamau—Rainfall at Sadar 0 02 Weather seasonable Fodder and water sufficient. Prices are—Rice 10 seers 11 chitaks, and *mahua* 12 seers 15 chitaks a rupee at Sadar Prospects of *mahua* is good

Manbhum.—Rainfall at Sadar 0 99, Gobindpur nil Weather seasonable Prospects of crops on ground good Fodder and water sufficient Cattle disease not reported Average price of common rice at Sadar 13 seers and at Gobindpur 11 seers per rupee Supply sufficient.

Singhbhum.—Rainfall 02 Average price of rice is 15 seers per rupee

General Summary—There was rain in almost all the districts of Bengal Proper, Orissa and Chota Nagpur, and it has been of benefit for ploughing operations, which are being pushed on, but more rain is still wanted in several districts Prospects improved by recent rains Fodder and water generally sufficient Cattle-disease reported from a few districts. The price of common rice has risen in 16 districts, fallen in 5, and is stationary in the rest.

By order of the Lieutenant-Governor of Bengal,

F. A. SLACKE,

Secretary to the Govt. of Bengal.

REVENUE DEPARTMENT,

The 23rd April 1901.

PRICES-CURRENT (*RETAIL*) OF FOOD-GRAINS AND SALT

IN THE

HEAD-QUARTERS STATION BAZARS OF THE DISTRICTS OF BENGAL

DURING THE FORTNIGHT ENDING THE 15TH APRIL 1901.

PRICES-CURRENT (retail) of Food-grains and Salt in the Head-

QUANTITIES PER RUPEE IN

Number.	Division	DISTRICTS.	Wheat: Present return.	Wheat: Next preceding return.	Wheat: Corresponding return of last year	Barley: Present return.	Barley: Next preceding return.	Barley: Corresponding return of last year	Rice, common: Present return.	Rice, common: Next preceding return.	Rice, common: Corresponding return of last year.	Jowar or Cholum (Sorghum Vulgare): Present return.	Jowar or Cholum: Next preceding return.	Jowar or Cholum: Corresponding return of last year
		BENGAL.	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch
1	Burdwan Division	Burdwan	12 8	12 8	13 [illegible]				12 0	12 0	15 0	...	.	
2	Burdwan Division	Birbhum ..	12 0	12 0	12 0				12 0	12 0	13 8			..
3	Burdwan Division	Bankura ..	10 0	11 0	11 0			20 0	12 8	12 8	15 0			..
4	Burdwan Division	Midnapore	9 0	9 0	10 0				13 0 to 13 8	13 8	18 0			.
5	Burdwan Division	Hooghly	10 0	10 0	11 0		.		10 0	10 0	13 0			
6	Burdwan Division	Howrah							10 8	10 0	14 0			
7	Presidency Division	24 Parganas		..					10 0	10 0	12 8	.	..	
8	Presidency Division	Calcutta	7 10	8 0	10 10	16 0	17 12	15 0	9 10	9 10	11 6	17 12	17 12	
9	Presidency Division	Nadia	11 10	11 10	14 7	16 0	16 0	18 12	11 7	11 7	13 0	.	.	.
10	Presidency Division	Murshidabad	12 8	12 8	14 0	20 0	20 0	27 0	12 0	12 12	14 8			
11	Presidency Division	Jessore	8 0	8 0	10 0	13 0	10 0	11 0	11 8	11 8	16 0			..
12	Presidency Division	Khulna		..					11 8	11 0	16 0			..
13	Rajshahi Division	Rajshahi	12 0	13 8	14 4	20 4	20 10	21 0	11 4	11 4	11 4		..	
14	Rajshahi Division	Dinajpur	10 8	10 12	9 9½	24 0		12 8	12 0	13 0	19 0		...	..
15	Rajshahi Division	Jalpaiguri	8 0	8 0	10 0	.			12 8	12 8	15 8	...		
16	Rajshahi Division	Darjeeling	7 0	7 0	7 0	8 0	8 0	8 0	11 0	11 0	12 0			..
17	Rajshahi Division	Rangpur	9 0	10 1	11 0				10 1	10 1	15 0		.	...
18	Rajshahi Division	Bogra	9 12	9 12	9 12				10 8	10 8	15 12		..	...
19	Rajshahi Division	Pabna	12 8	13 8	15 12	20 0	20 0	33 12	10 8	10 8	13 14	.	..	
20	Dacca Division	Dacca	10 0	10 8	10 8	14 0	16 0	16 0	10 0	11 0	14 8			...
21	Dacca Division	Mymensingh	9 0	9 0	10 0	11 0	11 0	4 0	9 8	9 8	16 0			...
22	Dacca Division	Faridpur	11 4	11 0	16 0	20 0	20 0	32 0	11 8	11 8	13 11		..	
23	Dacca Division	Backergunge .	.					.	10 0	10 8	15 0		...	...

A In the subdivisions the retail prices of salt per rupee are —Kalna 10 seers 10 chitaks (panga) and 12 seers (karkatch), Katwa 11 seers 15 chitaks (karkatch), Raniganj 10 seers 8 chitaks (panga)

B At Rampur Hat the retail price of salt is 11 seers per rupee

C At Vishnupur the retail price of salt is 9¼ seers per rupee

D In the subdivisions the retail prices of salt per rupee are —Contai 9½ seers; Tamluk 10½ seers, Ghatal 11 seers 2 chitaks

E. In the subdivisions the retail prices of salt per rupee are —Serampore 10½ seers, Arambagh 10 seers 11 chitaks.

F. At Ulubaria the retail price of salt is 10 seers 10½ chitaks per rupee

G. In the marts in the interior of the district the retail prices of salt per rupee are —Chetla 10 seers 9 chitaks, Barasat 11 seers, Baduria 10 seer 12 chitaks, Moraghat 9 seers 2 chitaks.

H. In the subdivisions the retail prices of salt per rupee are:—Kushtia 10 seers (panga); Chuadanga 10 seers (panga), Meherpur 10 seers (karkatch), Ranaghat 11½ seers (crushed).

I. In the subdivisions the retail prices of salt per rupee are:—Lalbagh 10½ seers, Kandi return not received, Jangipur 11 seers.

J. In the subdivisions the retail prices of salt per rupee are:—Jhenida 10 seers, Magura 9½ seers, Narail 10 seers Bangaon 10 seers 10 chitaks.

...the Districts of Bengal on the 15th April 1901.

SEERS OF 80 TOLAHS.

Bajra or Cumbu (*Pennisetum typhoideum*) — Present return.	Next preceding return.	Corresponding return of last year.	Marua or Ragi (*Eleusine Corocana*) — Present return.	Next preceding return.	Corresponding return of last year.	... of last year	Salt (retail) — Present return.	Next preceding return.	Corresponding return of last year	Wholesale prices per maund of 40 seers — Salt — Present return.	Next preceding return	Corresponding return of last year	Districts	Number	Division
S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	Ch	S Ch	S Ch	S Ch.	Rs A P	Rs A P	Rs A P	BENGAL		
						0	A 10 8	10 0	10 8	Crushed 3 8 0	? 12 0	3 5 0	Burdwan.	1	Burdwan Division
						0	B 10 8	10 8	10 8	3 10 6	3 10 6	3 10 6	Birbhum	2	
						0	C 10 0	11 4	10 0	3 12 0	3 11 0	4 0 0	Bankura	3	
						0	D 10 8	10 8	11 0	3 10 0	3 10 0	3 8 0	Midnapore	4	
						0	E 10 0	10 0	10 0	3 12 0	3 12 0	3 12 0	Hooghly	5	
						0	F 10 8	10 8	10 10	3 10 0	3 10 0	3 8 0	Howrah	6	
		...				8	G 10 10	10 11	10 12	Panga 3 8 0	3 8 0	3 6 0	24 Parganas	7	Presidency Division
						0	11 0	11 0	11 0	Panga 3 6 0	3 6 0	3 5 0	Calcutta	8	
17 12	16 13	9 0				10	H 11 10	11 10	12 1	3 7 0	3 7 0	3 5 0	Nadia	9	
						0	I 10 8	10 8	11 8	Karkatch 3 6 0	3 6 0	3 6 0	Murshidabad	10	
						0	J 9 8	9 8	10 0	Panga 3 14 0	3 14 0	3 12 0	Jessore	11	
						0	K 10 0	10 0	10 0	Panga 3 12 0	3 12 0	3 12 0	Khulna	12	
						11	L 9 12	9 12	9 12	Panga 3 13 4	3 13 4	3 13 4	Rajshahi	13	Rajshahi Division
...						4	M 10 10·3	10 0	10 8	Panga 3 12 0	4 0 0	4 0 0	Dinajpur	14	
						0	N 10 0	10 0	10 0	Panga 3 12 6	3 11 0	3 11 0	Jalpaiguri.	15	
						8	O 8 8	8 8 8 8	8 8 8 0	Panga 4 8 0 Rora 4 8 0	4 8 0 4 9 0	4 12 0 4 12 0	Darjeeling	16	
			13 0	12 8	12 0	0	P 8 0	8 0	9 0	Panga 4 0 0	4 0 0	4 0 0	Rangpur.	17	
...		...				8	9 12	9 12	10 8	Panga 3 13 4	4 2 8	3 10 8	Bogra	18	
...	...					12	Q 9 12	9 12	9 12	Panga 3 14 0	3 13 0	3 14 0	Pabna	19	
...	...		...		...	2	R 10 0	10 0	10 0	Panga 3 12 0	3 12 0	3 8 0	Dacca.	20	Dacca Division
...			...			0	S 10 0	11 8	9 8	Panga 4 0 0	3 13 0	4 0 0	Mymensingh.	21	
...	...	...				0	T 10 0	10 0	10 0	Panga 4 0 0	3 12 0	4 0 0	Faridpur	22	
...	...		...	...	...	0	U 10 0	10 0	10 0	3 10 0	3 10 0	3 10 0	Backergunge.	23	
...	...	...	...	...	...										

...rices of salt per rupee are —Bagerhat 9 seers, Satkhira 11 seers.
...ces of salt per rupee are —Nator 10 seers, Naugaon 9 seers 10 chitaks

...rice of salt per rupee is 8 seers.
...t Kurseong and Siliguri are 8 and 10 seers per rupee respectively
...ices of salt per rupee are —Gaibanda 10 seers, Kurigram 8 seers, Nilphamari

...alt is 11 seers per rupee.
...the district the retail prices of salt per rupee are :—Madanganj 10 seers, Manikganj 9 seers, Mirkadim 10 seers 10 chitaks.

S. In the subdivisions the retail prices of salt per rupee are :—Kishoreganj 9 seers 7 chitaks, Jamalpur 9 seers 5 chitaks, Tangail (Kagmari) 8 seers, Netrokona 8 seers.

T. In the subdivisions the retail prices of salt per rupee are :—Goalundo 10 seers; Madaripur 10½ seers (crushed).

U. In the subdivisions the retail prices of salt per rupee are :—Pirojpur 8 seers, Patuakhali 9 seers; Bhola 9 seers.

PRICES-CURRENT (retail) of Food-grains and Salt in the Head-quarters

QUANTITIES PER RUPEE IN

Number	DISTRICTS.	Wheat: Present return.	Wheat: Next preceding return.	Wheat: Corresponding return of last year	Barley: Present return.	Barley: Next preceding return.	Barley: Corresponding return of last year	Rice, common: Present return.	Rice, common: Next preceding return	Rice, common: Corresponding return of last year	Jowar or Cholum (Sorghum Vulgare): Present return.	Jowar or Cholum: Next preceding return.	Jowar or Cholum: Corresponding return of last year.
	BENGAL—concluded.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
	Chittagong Division.												
24	Tippera		..	..	...	...	...	10 0	10 0	14 9	..	...	.
25	Noakhali ..	.	.		.			11 0	11 8	15 8			
26	Chittagong					..	.	13 0	13 0	15 0	..		...
	BIHAR.												
	Patna Division.												
27	Patna	13 0	11 0	15 0	20 0	22 0	21 0	14 8	14 8	15 0	18 0	18 0	
28	Gaya	11 0	10 0	14 0	20 0	20 8	22 0	11 0	11 0	13 8	16 0	15 0	12 0
29	Shahabad	11 8	9 0	13 0	16 0	16 0	17 0	9 12	10 8	11 0	..		
30	Saran	11 0	11 0	12 4	21 0	25 0	16 12	13 8	13 0	12 8	..		
31	Champaran	11 8	9 8	12 8	28 0	26 0	23 0	14 8	14 8	12 8	...	...	..
32	Muzaffarpur	10 0	10 0	12 0	20 0	21 0	20 0	12 0	13 0	13 0	.		.
33	Darbhanga	13 3	11 0	15 0	23 8	27 8	18 0	14 4	15 6	14 0		..	...
	Bhagalpur Division.												
34	Monghyr	14 11	13 10	16 0	21 0	18 6	24 0	11 9	11 13	12 0	..	..	...
35	Bhagalpur	12 10	11 6	13 4	20 4	20 4	20 4	13 14	13 14	13 14		..	
36	Purnea	14 0	14 0	16 0	.	...		13 0	14 0	15 0			...
37	Malda	...	10 0			...		12 0	13 0	15 8			..
38	Sonthal Parganas.	9 8	8 0	10 0	15 0	14 0	15 0	14 0	14 0	14 0	...	.	...
	ORISSA.												
	Orissa Division.												
39	Cuttack	10 8	9 13	10 8			..	14 7	14 1	14 7		..	...
40	Balasore	10 8	12 0	11 0	10 0	11 0	11 0	13 8	13 8	13 0	...	...	...
41	Puri	8 8	9 5	8 4		.	.	14 7	14 7	14 7	...	...	...
	CHOTA NAGPUR.												
	Chota Nagpur Division.												
42	Hazaribagh	10 12	8 0	11 4	16 0	16 0	13 8	13 0	13 0	12 0	..	..	...
43	Ranchi	6 4 to 11 0	6 4 to 10 0	6 12 to 9 4	18 0	12 0	13 0	14 8	14 8	9 12	..	...	...
44	Palamau ...	10 2	9 0	11 4	18 0	20 13	16 14	10 11	11 4	11 4	...	...	
45	Manbhum	10 0	10 0	10 0	20 0	22 0	20 0	14 8	13 0	14 0	...	...	20 0
46	Singhbhum ..	10 0	8 0	12 0		...	..	15 0	15 0	11 0		...	.

V. In the subdivisions the retail prices of salt per rupee are :—Chandpur 9 seers, Brahmanbaria 10 seers.
W. At Feni Hât the retail price of salt is 9 seers per rupee.
X. At Cox's Bazar the retail price of salt is 8½ seers per rupee.
Y. In the subdivisions the retail prices of salt per rupee are —Barh return not received ; Dinapore return not received, Bihar 9½ seers.
Z. In the subdivisions the retail prices of salt per rupee are —Jahanabad return not received, Nawada 10 seers ; Aurangabad return not received
a. In the subdivisions the retail prices of salt per rupee are,—Buxar 10½ seers, Bhabua 9½ seers, Sasaram 10½ seers.
b. In the subdivisions the retail prices of salt per rupee are,—Siwan 11 seers 13 chitaks, Gopalganj (Mirganj) 11 seers 12 chitaks
c. At Bettiah the retail price of salt is 10 seers per rupee.
d. In the subdivisions the retail prices of salt per rupee are :—Hajipur 10 seers 4 chitaks ; Sitamarhi 11 seers.
e. In the subdivisions the retail prices of salt per rupee are :—Samastipur 10 seers ; Madhubani return not received.

CALCUTTA,
The 23rd April 1901.

OF 80 TOLAHS.

Next preceding return (cut off)	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.
	... A OR CUMBU (... *setum typhoid-eum*.)		MARUA OR BAGI (*Eleusine Coracana*)		
... S. Ch	S. Ch	S. Ch	S. Ch	S. Ch	S. Ch
	...	...	...	...	...
			...		
	...				
	..	...			
		...			
					...
		...	18 0	20 0	20 0
..		...	22 0	22 0	20 0
	...				
			24 8	26 7	20 0
		...	...		...
	...		...	...	
...		...	...	..	
...	14 0	..	..		
..					...
..			...		...
..	...	..	...	...	...
..			...		
	..	...	21 4	20 0	14 8
			28 0	28 0	16 0
...	..		13 8	...	.
	18 0	..	...	..	.
...	...	...	.	...	...

Districts of Bengal on the 15th April 1901—(concluded.)

... Corresponding return of last year	Salt: Present return	Salt: Next preceding return	Salt: Corresponding return of last year	Wholesale prices per maund of 40 seers — Salt: Present return	Next preceding return	Corresponding return of last year	DISTRICTS	Number	Division
S. Ch.	S. Ch	S. Ch	S. Ch	Rs. A. P.	Rs. A. P.	Rs. A. P.	BENGAL—concluded.		
...	10 0 [V]	10 0	10 0	3 12 0	3 12 0	3 12 0	Tippera	24	Chittagong Division.
	9 0 [W]	9 0	10 0	Panga 4 8 0	4 8 0	4 0 0	Noakhali.	25	
8 0	9 0 [X]	9 0	10 4	Panga 4 0 0	4 0 0	3 10 0	Chittagong	26	
							BIHAR.		
5 0	10 8 [Y]	10 4	11 0	3 10 6	3 10 0	3 7 0	Patna	27	Patna Division.
1 0	10 10 [Z]	10 8	10 8	3 12 0	3 13 0	3 11 0	Gaya	28	
2 0	10 0 [a]	9 8	10 8	4 0 0	4 3 3	3 13 0	Shahabad	29	
13 0	10 0 [b]	10 0	10 8	4 0 0	4 0 0	3 12 6	Saran	30	
0	10 0 [c]	10 0	10 8	4 0 0	4 0 0	3 13 0	Champaran	31	
8	10 0 [d]	10 0	11 4	Panga 3 9 0	3 9 0	3 9 0	Muzaffarpur	32	
0	11 0 [e]	11 0	10 8	3 8 0	3 8 0	3 12 0	Darbhanga	33	
0	10 8 [f]	10 8	10 0	3 8 6	3 8 6	4 0 0	Mongh r	34	Bhagalpur Division.
0	10 0 [g]	10 0	10 8	Panga 3 12 0	3 12 0	3 12 0	Bhagalpur.	35	
0	10 0 [h]	10 8	10 8	Panga	3 12 0	3 12 0	Purnea.	36	
)	9 8 [i]	10 0	9 8	Panga. 4 0 0	3 14 0	1 0 0	Malda.	37	
	9 8	9 8	9 8	Karkatch 4 0 0	4 0 0	4 0 0			
0	10 0 [j]	10 0	9 8	Crushed 3 12 0	3 12 0	4 0 0	Sonthal Parganas.	38	
							ORISSA		
7	12 0 [k]	13 0	11 0	Kukatch. 3 2 0	3 0 0	2 14 6	Cuttack	39	Orissa Division.
)	10 8 [l]	10 8	11 4	Panga 3 12 0	3 12 0	3 8 0	Balas re	40	
	13 8 [m]	13 8	13 0	2 15 0	2 15 0	3 0 0	Puri	41	
							CHOTA NAGPUR.		
	9 0	9 0	9 0	4 7 0	4 5 0	4 4 0	Hazaribagh.	42	Chota Nagpur Division.
	9 8	9 8	9 4	Panga. 4 2 0	4 1 0	4 4 0	Ranchi.	43	
	9 0	9 0	9 0	Panga. ...			Palamau.	44	
	10 0 [n]	10 0	10 0	3 10 0	3 12 6	3 10 0	Manbhum	45	
	9 0	9 0	10 0	3 8 0	3 8 0	4 0 0	Singhbhum	46	

... salt per rupee are —Begusarai 10½ seers, Jamui 10 seers.
... salt per rupee are —Banka 10 seers, Madhipura 9½ seers, Supaul 10 seers.
... salt per rupee are —Kishanganj return not received, Araria 9 seers.
... salt is 10 seers (panga) and 9½ seers (karkatch) per rupee.
... salt per rupee are —Deoghur 10½ seers (panga), Godda 10 seers (crushed). ...r 11 seers (karkatch), Rajmahal 11 seers (karkatch).
... salt per rupee are — Jajpur 10½ seers (panga); Kendrapara 10 seers (panga).
l. ... the retail price of salt is 10½ seers per rupee.
m. At Khurda the retail price of salt is 12 seers per rupee.
n. Gobindpur return not received.

Published for general information.

F. A. SLACKE,
Secretary to the Govt. of Bengal.

PRICES-CURRENT (wholesale) of Food-grains, Firewood, &c.,

Number	MARTS	RICE (BEST SORT).			COMMON RICE (*mota chaul*).			WHEAT (*Triticum sativum*).			BARLEY (*Hordeum vulgare*).		
		Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year	Present return	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
		Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P.	Rs. A. P.
1	Calcutta	5 4 0	5 0 0	4 12 0	4 4 0	4 0 0	3 4 0	5 0 0	4 12 0	3 8 0	2 4 0	2 0 0	2 8 0
2	Burdwan	3 13 0	4 0 0	3 0 0	3 4 0	3 5 0	2 10 0				...	...	...
3	Midnapore	4 0 0	4 0 0	3 12 0	2 12 0	2 12 0	2 14 0		...		...	...	...
4	Pabna ...	6 10 0	6 10 0	6 0 6	3 12 6	3 12 6	2 14 3	3 2 0	2 15 6	2 9 6	...	...	...
5	Rangpur	5 12 0	5 12 0	5 0 0	3 12 0	3 12 0	2 8 0	4 0 0	3 12 0	3 8 0	...	...	...
6	Dacca	4 8 0	4 4 0	3 5 0	4 0 0	3 8 0	2 10 0	3 12 0	3 6 0	3 8 0	2 12 0	2 8 0	2 0 0
7	Chittagong ...				3 4 0	3 2 0	2 12 0			...		...	...
8	Patna ...	3 14 0	3 14 0	3 4 0	2 11 0	2 11 0	2 10 0	3 0 0	3 9 0	2 10 0	1 15 0	1 12 0	1 14 0
9	Muzaffarpur	4 7 0	4 7 0	5 5 0	3 1 3	2 13 9	2 14 6	3 5 3	3 10 0	3 1 3	1 14 6	1 13 0	1 15 3
10	Bhagalpur ...	3 8 0	3 7 6	3 2 6	2 13 0	2 13 0	2 14 6	3 3 0	3 6 0	3 0 3	1 14 6	1 14 6	1 15 0
11	Cuttack ...	3 12 0	4 2 0	3 6 9	2 10 0	2 10 0	2 8 6	3 9 0	3 12 0	3 12 6	...	...	...
12	Ranchi ...	4 0 0 to 5 0 0	3 7 7	5 0 0	2 15 0	2 12 0	4 2 0	3 10 0 to 6 6 4	4 0 0 to 6 6 4	4 5 0 to 5 14 9	3 3 6	3 5 3	3 1 0

CALCUTTA,
The 23rd April 1901

JUAR OR CHOLUM (*Sorghum vulgare*).			BAJRA OR CUMBU (*Pennisetum typhoideum*)			MARUA OR RAGI (*Eleusine coracana*).			GRAM, CHANA, CHOLA, KADALAY, OR SUNAGA (*Cicer arietinum*)		
Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year.
15	16	17	18	19	20	21	22	23	24	25	26
Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P
2 0 0	2 0 0		2 0 0	2 2 0	4 4 0				3 4 0	3 4 0	2 12 0
...	...		...			...	...	...	3 6 0	3 5 0	2 10 0
...	...	...				...		...	...		...
...	...	...	...				...		3 5 0	3 3 9	2 10 6
...	...	...	...			...		...	3 12 0	3 12 0	2 8 0
...	...	...	...			...	...		3 8 0	3 4 0	2 8 0
...	...		...		...	...			4 0 0	3 12 0	3 12 0
2 3 0	2 3 0				...				2 8 0	2 6 6	2 1 0
...			...	...					2 8 0	3 1 3	2 8 0
...			...					...	2 13 0	2 13 0	2 6 9
...	...		...	...		...	...	...	2 13 0	Biri or kalai 2 14 0	2 5 6
...	...			...	...	...			4 0 0 to 4 11 0	5 0 0	3 3 3 to 3 7 6

PRICE PER MAUND OF

Indian corn or maize (*Zea mays*).			Arhar dal or Thur—Cadjan pea (*Cajanus indicus*).			Linseed.			Mustard and Rapeseed.		
Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year
27	28	29	30	31	32	33	34	35	36	37	38
Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
2 0 0	2 0 0	.	5 0 0	4 12 0	3 12 0	5 8 0	5 8 0	5 4 0	5 8 0	5 4 0	4 4 0
	...	...	5 0 0	5 0 0	3 6 0		.	..	4 12 0	5 3 0	4 12 0
...	...		...		?.	4 12 0	4 12 0	4 12 0	Black mustard 5 8 0 Rapeseed 4 6 0	5 8 0 4 6 0	5 8 0 5 0 0
...	...	..	5 5 0	4 13 6	4 1 0	5 6 0	5 8 0	4 8 0	5 8 0	5 6 0	5 8 0
2 12 0	2 12 0	2 4 0	5 0 0	5 0 0	4 8 0			...	6 8 0	6 0 0	4 12 0
...	...		4 8 0	4 8 0	4 0 0			...	..	..	..
...	...	...	6 4 0	6 0 0	4 12 0	..			6 0 0	6 4 0	4 10 0
1 12 0	1 11 0	,	3 14 0	3 14 0	2 10 0	5 3 0	4 14 0	4 6 0	4 6 0	4 6 0	4 6 0
1 11 9	1 10 6	2 3 0	3 5 3	4 7 0	3 5 3			...	.		
2 4 0	2 3 6		4 13 0	4 12 0	3 0 0		5 6 0	5 0 0	4 10 0	4 10 0	4 14 0
	...	...	3 0 0	3 0 0	2 8 0	...	...	...	3 12 0	3 12 0	3 12 0
...		...	5 0 0 to 5 11 6	5 0 0 to 5 11 6	5 11 0	5 0 0	5 0 0	5 0 0	5 0 0	5 6 6	6 10 6

7866

STANDARD SEERS.

Til or jinjili seed.			Sugar (raw).			Cotton, cleaned			Jute.		
Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year
39	40	41	42	43	44	45	46	47	48	49	50
Rs. A. P	Rs. A. P	Rs. A P	Rs. A. P.	Rs. A P	Rs. A P	Rs A. P	Rs. A. P	Rs. A P	Rs. A P	Rs. A. P	Rs. A P.
5 4 0	5 4 0	4 12 0	4 0 0	4 4 0	4 6 0	18 0 0	18 0 0	20 0 0	5 0 0	4 12 0	5 8 0
...	...	...	3 2 0	3 12 0	4 2 0	16 0 0	16 0 0	21 0 0	...		...
...			3 8 0 to 4 0 0	3 8 0 to 4 0 0	4 0 0 to 4 8 0	21 0 0	21 0 0	18 0 0 to 20 0 0	...		
...	...	...	4 0 0	4 6 0	3 14 0	21 0 0	20 0 0	20 0 0		4 7 0	6 0 0
...		...	5 12 0	5 12 0	5 0 0		...		4 8 0	4 8 0	4 8 0
...	...	...	6 0 0	6 0 0	6 0 0				5 0 0	5 0 0	
...			5 0 0	5 0 0	4 12 0	14 4 0	14 4 0	18 0 0		...	...
4 14 0	4 14 0	5 11 0	3 8 0	4 0 0	3 8 0	16 0 0	16 0 0	16 0 0	3 9 0	4 0 0	5 0 0
...	...	...	3 5 3	3 5 3	4 0 0		...	...	...	...	...
...	...	...	5 4 0	5 4 0	4 8 0	19 8 0	19 0 0	22 0 0	...	...	...
4 4 0	4 4 0	3 10 0	4 8 0	4 2 0	4 0 0	22 0 0	22 0 0	24 0 0	...	...	...
...	...	...	4 3 0 to 4 7 0	3 13 0 to 4 3 0	5 11 0 to 5 14 9	20 0 0	20 0 0	22 12 0	...	...	...

Ghi (clarified butter).			Tobacco leaf.			Hides (cow).			Grass.		
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year.
51	52	53	54	55	56	57	58	59	60	61	62
Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
39 0 0	38 0 0	35 0 0	9 0 0	9 0 0	6 0 0	Per 100 pieces. 260 0 0	260 0 0	250 0 0	1 0 0	1 0 0	1 2 0
37 4 0	41 0 0	34 8 0			...				..	...	..
42 0 0	42 0 0	36 0 0 to 37 0 0	8 0 0 / 11 0 0	Madhukhali 8 0 0 / Pulta 11 0 0	8 0 0 / 10 8 0	Uncleaned hides per piece 1 0 0 to 2 4 0; Cleaned hides per piece 1 4 0 to 2 8 0	1 0 0 to 2 4 0; 1 4 0 to 2 8 0	0 12 0 to 2 0 0; 1 0 0 to 2 4 0	.	..	...
52 0 0	52 0 0	45 0 0	11 0 0	11 0 0	10 0 0			.	..	...	...
45 0 0	45 0 0	37 0 0	10 0 0	9 12 0	8 8 0	...		...	0 2 6	0 2 6	0 2 6
45 0 0	45 0 0	35 0 0	10 0 0	10 0 0	10 0 0	30 0 0 per maund	30 0 0	25 0 0	0 4 0	0 4 0	0 4 0
42 0 0	42 8 0	45 0 0	16 8 0	17 8 0	13 0 0	18 4 0 per maund.	18 0 0	18 8 0		..	..
34 0 0	38 0 0	31 0 0	3 0 0	3 0 0	3 0 0		..	..	0 6 0	0 6 0	0 5 0
33 10 0	32 2 0	30 7 0	8 0 0	8 0 0	11 7 0		...	...	..	..	...
37 8 0	39 0 0	33 4 0		5 0 0	4 0 0					..	...
45 0 0	44 4 0	33 8 0	4 4 0	4 4 0	4 4 0	25 0 0 per maund.	25 0 0	25 0 0	0 8 6	0 8 6	0 8 11
37 10 0 to 44 2 0	36 0 0 to 40 0 0	34 0 0 to 40 0 0	8 0 0 to 13 0 0	8 0 0 to 13 0 0	8 0 0 to 13 0 0	1 0 0 per piece.	1 0 0	1 0 0	0 4 0	0 4 0	0 4 0

the undermentioned Marts of Bengal on the 15th April 1901.

PRICES PER MAUND OF 40 STANDARD SEERS.															
STRAW.			JUAR STALKS.			IRON			FIREWOOD.			SALT			MARTS
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return	Corresponding return of last year	Present return	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return	Corresponding return of last year	
63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78
Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
1 4 0	1 4 0	0 10 0	...			[illegible] 4 0	5 4 0	5 4 0	0 8 0	0 8 0	0 8 0	3 6 0	Panga 3 6 0	3 5 0	1. Calcutta.
0 9 0	0 9 0	0 5 0	...				...		0 5 0	0 5 0	0 8 0	3 4 0	3 12 0	3 5 0	2. Burdwan.
0 3 0	0 3 4	0 2 11	...			5 0 0 to 5 4 0	5 0 0 to 5 4 0	6 0 0 to 6 8 0	0 1 0	0 4 0	0 3 0	3 10 0	3 10 0	3 8 0	3 Midnapore.
1 9 0	1 0 0	1 0 0	...		...	7 0 0	7 0 0	7 0 0	0 5 0	0 5 0	0 4 0	3 14 0	Panga 3 13 0	3 14 0	4. Pabna.
0 7 0	0 5 0	0 7 0	...			8 0 0	8 0 0	7 0 0	0 5 0	0 7 0	0 4 0	4 0 0	Panga 4 0 0	4 0 0	5 Rangpur
...		...	...			6 8 0	6 8 0	5 8 0	0 5 6	0 5 6	0 5 0	3 12 0	Panga. 3 12 0	3 8 0	6 Dacca
...	...	...	...			6 12 0	6 8 0	5 8 0				4 0 0	Panga 4 0 0	3 10 0	7 Chittagong.
0 7 0	0 7 0	0 5 0	...			5 0 0	4 0 0	4 0 0	0 6 0	0 6 0	0 5 0	3 10 6	Panga. 3 10 0	3 7 0	8. Patna.
...			...	...	...	5 11 6	5 11 6	6 10 7½	0 4 0	0 4 0	0 4 0		Panga. 3 13 0	3 9 0	9 Musaffarpur.
...	...		...		...	5 8 0	6 0 0	8 0 0	0 5 9	0 5 9	0 5 6	3 12 0	Panga 3 12 0	3 12 0	10 Bhagalpur.
0 6 0	0 6 0	0 6 0	...			4 4 0	4 2 0	4 0 0	0 4 0	0 4 0	0 4 0	3 2 0	Karkatch. 3 0 0	2 14 6	11. Cuttack.
No fixed rate.			...	...	...	5 11 6	5 11 6	8 0 0	0 4 0	0 4 0	0 4 0	4 2 0	Panga 4 1 0	4 4 0	12. Ranchi.

F. A. SLACKE,
Secretary to the Govt. of Bengal.

No I.

Imports of Principal articles into Calcutta by Rail, Road, River, Canal, and Sea (coastwise) in the month of January 1901.

Whence imported.	Food-grains.								Fibrous products.		Oilseeds.							Sugar.			Tobacco	
	Rice and paddy			Wheat.	Wheat flour.	Gram and pulse.	Other food grains.	Total.	Jute, raw.	Gunny bags.†	Linseed.	Mustard seed.	Tea, Indian.	Cotton, raw.	Silk, raw.	Coal and coke.	Indigo.	Refined.	Unrefined.	Molasses.	Unmanufactured.	Manufactured.
	Rice.	Paddy.*	Total (in rice).																			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Bengal.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	No.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Burdwan	68 591	43,342	95 641	395		578	...	96,614	220	13,030	3			3		3,730,632	36	18	55	...	615	32
Birbhum	236,795	5,460	240,207	...		...	...	240,207	...	4,270		...	...	...	94			...	...		323	...
Midnapore	233,513	11,222	240,327	...		868	66	241 446	3,068	3,130	477	...	...	...	99	6,175	48	...	1	1 129		16
Hooghly ...	55,466	21 697	66,989	72		645	41	67 747	71 077	330,900	237	267	...	340	...	4,220	...	250	...	2,764	1,670	678
24-Parganas ...	330,537	69,254	373,863	...	41	324	...	373,148	1?9,368	322 465	78			961		5,369	...	957	4,927	44,683	3,608	682
Nadia ...	16,028	2,249	18 094	12 313	128	76,184	767	107 290	44,515	9,360	2,900	74	...	1	...		148	290	901	1,104	1,547	...
Murshidabad ...	58,546	...	58,546	1,008	...	4,918	...	64,767	1 214		...	136	...	...	575		...					...
Jessore	34,348	6,325	38,333			1,949	...	40,182	37 871	1,900	11	167		...	...	...	...	...	4,578	3,085	1,985	...
Khulna	6,633	26,325	23, 35	...		...	...	23,135	3,348	105	3		...	...	...	...	...		306	15 400	15	...
Rajshahi	1,910	...	1 910	362		706	...	2,967	34,067	...	164		...	...	215				...	...	...	...
Dinajpur ...	8,745	4,886	11,823	...	...		...	11,823	14,005	104,265		125					...	...	...	...	...	...
Jalpaiguri	...	...	...	...			...		67,288	110,705			17 927	...		...		...	...	...	983	...
Darjeeling	...	...	...			...			17 817	99,260	...	...	1,849	...	...	...	...	...	...	...	...	...
Rangpur	680		680			267	...	947	236,796	24,730	...	100	358	14,134	...	...	...	...	...	568	8,622	...
Bogra	2,610	1,974	3,844		...	26	...	3,870	30 7?9	3,535	...	1 734	...	...	...	...	...	...	...	...	...	...
Pabna ...	...	209	125	2,230	...	2,982	...	5 316	368,638	2,065	388	6,578	...	...	...	...	...	...	...	15	...	...
Cooch Behar	...	...	...		...	99	...	49	13,481	...	...	...		...	...	...	...	...	...	...	488	...
Dacca	16,154	...	16,154	...		147	...	16,301	707 633	1,415	...	144	17	...	...	...	...	...	...	...	...	10
Mymensingh	22	...	22	...	...	9,606	103	9,730	223 962	426	...	7,418	...		...	...	...	...	...	...	...	
Faridpur	25,230	920	25,844	79	...	2,313		28,136	59 469	1,890	394	2,406		435	...	...	3	...	924	...	...	...
Backergunge	681 821	3,863	684 ?64	...	...	1	...	684 2?6	3,360	2,035			...		...	...	...		...	...	...	...
Tippera	11,676	...	11 6?6	...	...	282	...	11 958	2? 142	79	...	161	768	273	...	...	2	...			...	...
Noakhali	3,774	1 050	4,430	...		...	...	4 430	...			...		...	...		...	...		...	...	...
Chittagong	1	...	1			...		1	7,758	230		...	450	2 980	...	...	...	...		...		...
Total of Bengal ...	1,791,012	193,946	1,915,828	16,358	169	161 547	977	2,034,379	2 135 8?7	2 031 990	4,377	19 315	21 393	19 026	983	3,746 894	221	1 516	11,3?6	60,8?3	19,389	1,395
Bihar.																						
Patna ...	13	...	13	12,756	...	35,110	1,800	49,768	...	27 475	5,550	618		...	...	...	...	...	...	1,149	3,331	602
Gaya	...	...	...	...		12,035	...	12,035	...		688		...	...		...	...	...	...	604	...	...
Shahabad	...	...	...	...		20 602	...	20 608	...		354	...		...		...	11	...	30	565	5	...
Saran	...	...	...	312		442	302	1 056			327		...	...	...	...	814	...	...	472	15	...
Champaran	8	...	8	...	...	3,880	846	4,334	...	...	449	1,201		...	...	...	4 497	...	...	...	...	...
Muzaffarpur	7	...	7	369	...	589	165	1 089		420	81	...		...	...	...	2,667	...	...	...	323	...
Darbhanga	5,741	...	5,741	...	...	139	...	5,880	...	210	467		...	...	...	...	1,253	...	...	28	1,189	...
Monghyr	366	...	366	19,327	...	27,289	1 683	48,846		500	964	31	...	...	...	...	344	...	...	...	...	5
Bhagalpur	3,472	1,564	4,074	13,465	...	16,016	12,330	51,975	210	...	...	...		...	...	...	97	...	...	...	...	...
Purnea	6,430	242	6,644	...		1,346	...	7 890	30 684	1,400	...	121	...	...	...	...	163	...	...	...	764	...
Malda	111	...	111	...	...	611	...	622		1,155	...			...	6	...	239	...	...	...	...	...
Sonthal Parganas ...	9,433	...	9 433	3,865	...	33,027	1,145	46,468	2,168	...	33	...	...	...	...	...	54	...	...	20	31	35
Total of Bihar ...	24,359	2,906	26,398	50,294	...	140,396	24,449	230,905	33,002	31,230	8,850	3,161	...	...	6	...	10,158	[illegible]	30	2,388	4,628	625

* One maund of paddy is equivalent to 25 seers of rice. | † Exclusive of bags obtained by local manufacture.

Whence imported	Food-grains: Rice and paddy: Rice	Food-grains: Rice and paddy: Paddy *	Food-grains: Rice and paddy: Total (in rice)	Food-grains: Wheat	Food-grains: Wheat flour	Food-grains: Gram and pulse	Food-grains: Other food grains	Food-grains: Total	Fibrous products: Jute raw	Fibrous products: Gunny bags †	Oilseeds: Linseed	Oilseeds: Mustard seed	Tea, Indian	Cotton, raw	Silk raw	Coal and coke	Indigo	Sugar: Refined	Sugar: Unrefined	Sugar: Molasses	Tobacco: Unmanufactured	Tobacco: Manufactured
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
	Mds	Mds.	Mds	Mds	Mds.	Mds	Mds	Mds	Mds	No	Mds.	Mds	Mds.	Mds	Mds.	Mds.	Mds	Mds.	Mds.	Mds.	Mds.	Mds.
Orissa.																						
Cuttack	1 009	360	1,234			...	.. ..	1 234	2 509	1,095	18		..	..			..	....	..		..	...
Balasore	50,485	2,097	51,795		..	538	..	52 633	8 719	250		361		..			11			..	57	...
Total of Orissa	51,494	2,457	53,029			538	..	53 867	11 287	1 345	18	361	..			...	11	...		.. ..	57	.. ...
Chota Nagpur.																						
Hazaribagh ...	....	..				1 785	...	1 785						13	..	181 209			...	..	17	.....
Manbhum	1 171		1 171	.....				1 171	..	70			140			2,201,371	..		..	..	...	...
Singhbhum	11,269		11 269	...		..		11 269	18	280				13				....	.. ...		..	.....
Total of Chota Nagpur.	12,440		12,440	...	...	1 785		14,225	18	350			140	26	....	2 382,580	..	.....	..	..	17	.....
Grand Total of supplies from the Provinces under the Lieutenant-Governor of Bengal	1 879 528	204 269	2 007 193	66 652	169	253 [illegible]	25 [illegible]	2 35[illegible] 976	2 200 174	[illegible] 064 895	13,25	21 837	21 533	19 652	989	6 129 574	10 390	1 516	11 416	72,138	23,904	2 078
Other Provinces.																						
Assam	1,600	..	1,600	...			..	1 600	39 345	35	450	28 170	85 925	104	1		..	.....	.. ..		...	... ..
North-Western Provinces and Oudh.	79		79	45 318	1 695	40 240	372	57 704	205		2 833	23 341	..	51,510		—	4,274			1 049	..	1
Punjab ...	14		14			1 955		1 989	..		..	4 078	57	5,951				...	....	...	..	..
Central Provinces		..							35	210	..	1 521		1 192			...	..	...		..	
Rajputana and Central India.		...	....			1,392	.. 15	1 407		175	....	3 384	..	717		...	....	...	...	..	... ..	...
Berar	..			802		..	..	802				..	..	3 229		...			..	.. ...		.....
Bombay	..	..		.. ..					..	120		1 300			25	..	...	350		..	9	27
Madras		..								.. ..		1 139	8 695	.. ..			..	18,016	....		189	191
Pondicherry	...													...	..	..	..	1				.....
Burma	39 476	10 349	45 944	...		2 100		45 044		60	..	..	252	...		191	..	... ..			387	49
Grand Total of Imports in January 1901	1,920,695	214 617	2,054,830	112 772	1,864	290 253	25 813	2 404,533	2,239 759	2,065 493	16 538	84 750	116 468	81 845	1,015	6,129,705	14,664	19 882	11,416	73,187	24,489	2,341
Grand Total of Imports in January 1900	2,000,735	307 942	3 093 198	74,694		732,331	38 602	3,939,025	1,650 648	3 362 238	56,018	106,047	90 858	50 257	1 751	4,735,244	9 166	1,144	133,984	...	26,215	3,894

* One maund of paddy is equivalent to 25 seers of rice

† Exclusive of bags obtained by local manufacture

No II

Statement of the Routes by which the principal articles Enumerated in Table No 1 were imported into Calcutta in the month of January 1901

Specification of Routes.	Food-grains.						Fibrous products.		Oilseeds		Tea, Indian	Cotton, raw	Silk raw	Coal and Coke	Indigo	Sugar.			Tobacco	
	Rice	Paddy	Wheat.	Wheat flour	Gram and pulses.	Other food-grains	Jute raw	Gunny-bags.	Linseed	Mustard seed.						Refined	Un refined	Molasses	Unmanufactured	Manufactured
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds	Mds.	No	Mds.	Mds	Mds.	Mds.	Mds	Mds	Mds.	Mds	Mds	Mds	Mds.	Mds.
By boats ..	1,276 532	118,301	15,255	128	58,767	1 000	529,896	1,321 380	3,902	10 113		511	25	8,724	2	1,515	300	36,698	4 259	854
" river steamers ..	31,013	5,779	148	..	8,625	60	383 804	6,960	61	22 114	75,319	14,323	74		2		362		56	331
" rail { E I Railway	383,139	58 831	96,574	1,695	197 317	24 214	88,597	73,150	11 794	34,893	187	62 614	636	6 114,250	14 458		85	4,447	2 663	24
E. B S. Railway	48,160	3,434	795		30,492	473	555,139	607,495	624	14,330	19,776	678	221	..	131		3 605		10,569	..
Assam Bengal Railway.	634	......	...	...	..	...	..	385	......		11,747	408	1	... ..						.....
Bengal-Nagpur Railway	21,110	947	... ..		39	66	444	945	18	..	..	13	..	.. ...	40				...	.....
Bengal Central Railway	4,343	...	......		246		17,922	1 960	13		...		...		...		3,374	.. ..	15	..
" road	83,113	16,434	....	41	839		142,719	52 950	86			929		6,600			3 687	42,112	6,211	869
" sea	77,651	10,891	..		2 928		21 248	437		3 800	9 423	2,364	8	191	11	18 367		..	663	263
Grand Total of Imports in January { 1901	1,920,695	214,617	112,772	1 564	299,253	25 813	2,239,759	2,065,495	16 538	84,750	116,462	51,645	1 015	6,129 765	14,664	19 882	11,416	73,187	24,489	2,341
1900	2,900,785	367,948	74,694	..	732,331	38,502	1,650,646	3,562,233	56,019	106 047	90,858	50,257	1,751	4,735,244	9,100	1,144	133,984	......	28,315	3,894

No. III.

Imports into Calcutta by Sea (Foreign and Coastwise) of certain articles in the month of January 1901

	Cotton piece-goods		Cotton yarn		Salt	Kerosine oil	Gunny-bags.
	European	Indian,	European	Indian			
1	2	3	4	5	6	7	8
	Rs.*	Rs.	Mds	Mds	Mds	Mds	No
From Foreign Countries—							
United Kingdom	1 34,40,895		462		282 159		
Other countries	2,39 998		310		207 549	329,804	4 301
Total	1 36,80 893		9 772		489,708	329 804	4,801
Coastwise—							
Bombay	1 00 329	1,68 151		16 630	77 786		120
Madras	15 975	9 618					
Burma	28,303	30				36,859	60
Other ports				10			250
Total	1,44,007	1 77 799		16,640	77 786	36,859	430
Grand Total of Imports in January 1901	1 38 25 500	1 77 799	9 772	16,640	567 494	366 663	4 731
Grand Total of Imports in January 1900	1 57,38 289	2,60 001	13 373	11 082	589 221	443 294	1 8 6

* As per tariff declaration value

No IV

Exports of Principal articles from Calcutta by Sea (coastwise and to foreign countries) in the month of January 1901

	Rice.	Paddy	Total (in rice)	Wheat	Wheat flour	Gram and pulses	Other food grains	Total food grains.	Jute raw	Gunny bags	Linseed	Mustard seed.	Tea, Indian	Cotton, raw	Silk, raw	Coal and coke.	Indigo	Sugar: Refined	Sugar: Unrefined	Tobacco: Unmanufactured	Tobacco: Manufactured
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
	Mds.	Mds.	Mds	Mds.	Mds	Mds.	Mds.	Mds	Mds.	No.	Mds.	Mds.	Mds	Mds.	Mds.	Mds.	Mds.	Mds	Mds.	Mds.	Mds
Coastwise.																					
Bombay	95,158	......	95 158			5,998		101 154	607	1,520 600			4 870	777		1,781 994	44	817		..	
Madras ..	26,036	....	26,033	679	1 036	67 700	1,527	96 980		91 100			77		22	488 902	101	12			3
Other ports in Madras	106,774	.. ..	106,774	919	450	21 224		128,667				339	2			302,678	...	39	...		99
Burma	3 106	....	3,106	1,454	8,843	15,699	862	29,466	174	5,780 050	..		238	223	73	331 639	3	518	1 221	13,257	300
Other Indian ports	44	.....	44	304	671	41 515	.. ...	42 534		154,500		..	..	3		14,319		2,060	1,096	677	72
Pondicherry	8	..	8	..	115	101		224		4,000	..	..				..			..	...	.....
Sind			... ..	.. ..		679		679		165,500			28							..	9
Total	231 128	..	231,123	2,856	10 617	152,914	2,393	399 704	781	8,015 750		339	5 215	1 003	96	3,419,339	148	3,448	2,317	13,934	478
To Foreign Countries																					
United Kingdom	69 796	.....	69 796	1 352	...	30 302	...	101,340	482 360	2,259 200	17 685	4,629	152 546	2,201	161	70 778	6,382		.	....	34
Other countries	789,336	2,578	790,947	..	4,509	45,896	13 489	854,841	1,212,311	8,146 900	154	8 252	13,388	34 356	586	1,618,443	23,969	169	5	648	889
Total ...	859,122	2,378	860,733	1,352	4,509	76,098	13,489	956,181	1,694,671	10 406,100	17,839	12,881	165,994	36,557	737	1,689 221	29 351	169	5	648	923
Grand Total of Exports in Jan. 1901	1,090,250	2 578	1,091,861	4,006	15,126	229,012	15,878	1 355,885	1,695,452	18,421 850	17 839	13,220	171 140	37 560	833	5,108,550	29,499	3,617	2,322	14,582	1,401
Grand Total of Exports in Jan. 1900	1,786,308	12,603	1,798,415	7 170	..	312,168	134	2,027 902	2,148,233	28,790,610	100,925	21	189,700	47,605	2,097	... ..	....	5,147	5,029	18,282	1,040

No V.

Exports of certain articles from Calcutta by Rail, Road, River Canal, and Sea (coastwise) in the month of January 1901.—

Whither exported	Cotton piece-goods		Cotton yarn		*Salt	Kerosine oil.		Gunny-bags.
	European	Indian	European	Indian		From Calcutta.	From Budge Budge *	
1	2	3	4	5	6	7	8	9
Bengal	Rs	Rs	Mds	Mds	Mds	Mds	Mds	No.
Burdwan	1 09,135		238	643	28 361	2 746	5,167	70 570
Birbhum	98 921		47	777	16 039	14	3 709	157 115
Midnapore	2,76 928	1 050	1 257	136	15 111	353	1,408	30 755
Hooghly	84 758	3,360	148	70	11 637	4,530	1 062	27 375
24 Parganas	2,47 528	8 531	536		25 135	8 804	2 209	36,325
Calcutta							74 478	
Nadia	2,60 823	140	1,819	151	23 948	400	4,024	50 095
Murshidabad	49 359	350	9	84	8 967		2,089	33,920
Jessore	75 493		816		15 648	1 757	1 217	13 770
Khulna	20,382		63		9 821	1 885	303	1,810
Rajshahi	1 31 368		128	2[illegible]	13 186	13	1 281	12 155
Dinajpur	64,213		13	86	8 225	507	1 601	50 120
Jalpaiguri	63 176	140	38	248	7 900	8	2 310	6,851
Darjeeling	71 071		83	167	4 607	34	1 111	10 710
Rangpur	2 69 306	850	229	246	18,144	39	3 236	10 815
Bogra	1 91 968		54	11	4 698	87	1 012	39 835
Pabna	1 07 864		262	150	7 488	4	22 270	18,200
Cooch Behar	63 180	910	11	48	601	4		140
Dacca	5 16 316		2 982		42 799	1 025	2 000	31 040
Mymensingh	2 68 383		98	95	5 600		300	16 5[illegible]5
Faridpur	84 903		761	38	20 391	975	2 557	8 095
Backergunge	2 77 410		770		32 664	6 407		20 335
Tippera	2 23 186		638		9 000	1,008		12 180
Noakhali	28 681		144		2,100			1 276
Chittagong	1 33 341		309			1	65	31 03[illegible]
Total of Bengal	37 54,967	14,811	11 029	[illegible] 4	3[illegible] 688	31 262	134 357	673,785
Bihar								
Patna	1 5[illegible] 023		58	2[illegible]9	12 006	69	5 607	83 680
Gaya	92 072			107	17 717		5 [illegible]11	10 010
Shahabad	2 61 083	9 76	5	[illegible]	17 980	56	1 2[illegible]4	20 [illegible]40
Saran	31 048	1 33 31[illegible]	40		7 619		3 127	48,985
Champaran	3 4[illegible] 0[illegible]0	[illegible]2[illegible]			8 421	42	3 320	9 835
Muzaffarpur	1 43 023	4 200		10	19 247		2 613	10 570
Darbhanga	2 [illegible]8 114			6	16 812	30	4 878	13 460
Monghyr	1 3[illegible] 0[illegible]			[illegible]92	16 545	39	4,1[illegible]	49 315
Bhagalpur	3 11 188	5 215	47	282	19,76[illegible]		4 1[illegible]	82 350
Purnea	23 [illegible] 3			30	4,356	5	3,558	4,865
Malda	41 930		192	151	5 [illegible]47		7[illegible]	26 4[illegible]
Sonthal Parganas	1 32 100	665	105	[illegible]4	18 782		2,970	58 940
Total of Bihar	19 42 821	1,5[illegible] 685	381	2 0[illegible]	164,408	241	41 930	399 695
Orissa								
Cuttack	24 49[illegible]	105	16	[illegible]79	1 007	33	2 406	27 585
Balasore	60 34[illegible]		272	5 11	9 0[illegible]	1 04[illegible]	2[illegible]8	13[illegible] 70[illegible]
Total of Orissa	84 844	105	288	[illegible] 1[illegible]	10 009	1 078	2 794	162,290
Chota Nagpur								
Hazaribagh	[illegible] 107			620	7 202	6	56[illegible]	1 775
Manbhum	2,[illegible]7[illegible] [illegible]	16 590	23	2 2[illegible]	81 114	70	2 380	47 035
Singhbhum	78 330		7	86	8 [illegible]36	3		27 195
Total of Chota Nagpur	4 3[illegible] 110	16 590	30	3 010	47 112	[illegible]9	2 94[illegible]	76 105
Grand Total of Supplies into the Provinces under the Lieutenant Governor of Bengal	62 14 745	1 85 211	11 728	14 264	[illegible]47 397	3[illegible] 66[illegible]	182 039	1 312 175
Other Provinces								
Assam	6,30 878	1,163	623	1 391	64,721	1,188	13,66[illegible]	12 635
North Western Provinces and Oudh	17 72,716	2 55 026	1 767	148	30,0[illegible]3	136	38,151	319 380
Punjab	5,76 [illegible]47	2,00[illegible]	39	2[illegible]			2,0[illegible]3	260,330
Central Provinces	1,89 909	12,635	135	271		69	4,[illegible]02	108 115
Rajputana and Central India	96 804		26				941	29 060
Berar	21 431							310 90[illegible]
Nizam's Territory								42 915
Bombay	36 277	500	--	243	--			1 529 [illegible]08
Madras	49 705		30			83		701 100
Pondicherry								4,000
Burma	1 21,28[illegible]	7 613	664	8[illegible]1		5 8[illegible]3		5 380 950
Sind								165 500
Grand Total of Exports in January 1901	97,29,[illegible]87	4 65 113	15,031	17 487	642,211	40,032	240 584	10 341 625
Grand Total of Exports in January 1900	89,43 960	4[illegible] 403	17,274	15 436	705,990	40 305	250 226	3,371 110

* Represents the trade registered at the traffic registering stations only.

No VI.

Statement of the Routes by which the articles enumerated in table No. V were exported from Calcutta in the month of January 1901.

Specification of Routes	Cotton Piece-goods		Cotton Yarn		Salt	Kerosine Oil		Gunny-bags.
	European	Indian	European	Indian		From Calcutta	From Budge-Budge	
1	2	3	4	5	6	7	8	9
	Rs.	Rs	Mds	Mds	Mds	Mds	Mds	No
By boats	1 63,600	2 800	590		156,316	17,858	7,447	56,180
" river steamers	17 30,037	1 163	4 813	1 395	109 590	360	42,607	96,670
" rail — East Indian Railway	52,38 378	4 42 311	2,500	7,181	273,870	3,277	100,228	1,755,810
" rail — Eastern Bengal State Railway	16 53,116	1 540	3 874	1,467	78,075	731	86,720	267,330
" rail — Assam Bengal Railway	8 13,230		1,033	26	165	398	65	13,715
" rail — Bengal Nagpur Railway	54,847	1 155		1,360	396	38	3,341	24,150
" rail — Bengal Central Railway	92,836		784		6,574	1 197		3,605
" road	2 37 242	8 531	402		4,220	9 135	180	6,415
" sea (coastwise)	2 38,001	7 613	970	6,068	10 099	7 024		8 015 750
Grand Total of Exports in January 1901	97,20,387	4 65,118	15,031	17,467	642,211	40,033	240,568	10,241,635
Grand Total of Exports in January 1900	80,42 900	46 493	17,274	15 436	705 990	40,305	259,226	8,871 110

GOVERNMENT OF INDIA
STATISTICAL DEPARTMENT
April 17th, 1901.

J E O'CONOR,
Director-General of Statistics.

F A SLACKE,
Secretary to the Government of Bengal

Results of the Meteorological Observations taken at the Alipore Observatory from 14th to 20th April 1901

Month	Date.	Maximum in sun	Number of hours of bright sunshine.	Mean pressure barometer at 32° Fahr	Temperature: Mean	Temperature: Maximum	Temperature: Range	Temperature: Minimum.	Hygrometry: Mean wet bulb.	Hygrometry: Vapour tension.	Hygrometry: Dew point	Hygrometry: Humidity	Wind: Prevailing direction	Wind: Miles recorded.	Rain.	Weather.
		°		Inches	°	°	°	°	°	Inch		%			Inches	
April	14th	149 9	7 8	29 625	87 5	98·6	20 1	78 5	80 9	0 968	76 2	76	SSW and SW	262	Nil	Partially cloudy.
„	15th	150 1	8 0	622	87 7	97 0	16 8	80 2	80 9	967	73 2	73	SSW and SW	281	„	Partially cloudy
„	16th	156 0	7·3	707	88 9	103 7	24 3	79 4	79 1	865	74 8	66	SSW and WNW	169	„	Partially cloudy
„	17th	149 6	9 8	·695	88 8	99 2	18 5	80 7	80 4	934	77 2	71	SSW and variable	183	„	Chiefly clear
„	18th	148 8	7 7	670	88 5	99 4	20 9	78 5	75 6	712	69 1	63	SSW and variable	184	„	Partially cloudy, t, <.
„	19th	147 5	9 5	659	81 1	92 5	21 1	71 4	75 4	805	72 7	75	SSW and variable	211	0 12	Chiefly clear, o, p, t, <, ↗.
„	20th	145 8	9 3	680	81 6	95 2	19 5	75 7	76 5	805	72 7	68	S and variable	176	Nil	Chiefly clear

	Inches.
The mean pressure of the seven days	29 670
The average pressure of the corresponding period for 24 years, Surveyor-General's Office	29 748
	Hours.
The total number of hours of bright sunshine	59 1
The maximum possible number of hours of sunshine	88 7
	°
The mean temperature of the seven days	86 7
The average temperature of the corresponding period for 24 years, Surveyor-General's Office	85 0
The extreme variation of temperature	32 3
The maximum temperature	103 7
	Miles.
The highest velocity of the wind in one hour	18
	%
The mean relative humidity	69
The average relative humidity of the corresponding period for 24 years, Surveyor-General's Office	69
	Inches
The total fall of rain from 14th to 20th April 1901	0 12
The average fall of the corresponding period for 24 years, Surveyor-General's Office	0 29
The total fall from 1st January to 20th April 1901	3 38
The average fall of the corresponding period for 24 years, Surveyor-General's Office	3 69

The mean pressure, temperature, &c., are deduced from the traces of the Barograph and Thermograph, and from eye observations

The maximum and minimum temperatures are obtained from self-registering thermometers All the thermometers are verified and the readings have been corrected to a standard constructed and verified at the Kew Observatory They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground.

The barometer readings are corrected approximately to those of the standard, Newman's No 86, formerly at the Surveyor-General's Office

The hygrometric elements are obtained from Tables III, IV, and V of the official tables computed in the Meteorological Office, and based on Regnault's modifications of August's formula.

The directions and the movement of the wind are taken from the trace of a Beckley's anemograph

The mouth of the rain-gauge is one foot above the ground

t, thunder, <, lightning, p, passing temporary showers, ↗, strong wind, o, overcast.

METEOROLOGICAL OFFICE, GOVT. OF INDIA,
Alipore (Calcutta), the 22nd April 1901.

G. W. KÜCHLER,
For Meteorological Reporter to the Govt. of India and Director-General of Indian Observatories.

Divisions.	Districts.	Population under registration	Births: Number registered	Births: Ratio per 1 000 of population per annum	Deaths: Cholera: Number registered	Cholera: Ratio per 1 000 of population per annum	Small pox: Number registered	Small pox: Ratio per 1 000 of population per annum	Fever: Number registered	Fever: Ratio per 1,000 of population per annum	Dysentery and Diarrhœa: Number registered	Dysentery and Diarrhœa: Ratio per 1 000 of population per annum	Injury: Number registered	Injury: Ratio per 1 000 of population per annum	Other causes: Number registered	Other causes: Ratio per 1 000 of population per annum	Total of all causes: Number registered	Total of all causes: Ratio per 1 000 of population per annum	Average of corresponding month of previous five years: Number registered	Average: Ratio per 1 000 of population per annum	Remarks.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Burdwan	Burdwan	1 39' 890	4 870	37 56	340	2 88	31	24	3 740	32 16	142	1 80	9	07	913	6 96	5 075	43·68	3 379	29·04	
	Birbhum	798 254	2 920	43 80	291	4 39	1	01	1 95.	20 28	19	24	7	09	492	7 32	2 165	32 52	1 660	27 96	
	Bankura	1 060 668	2 980	33 36	105	1 08	178	1 92	1 727	19 32	52	48	9	·09	348	6 48	2 857	29 76	2 065	23 16	
	Midnapore	2 631 466	8 977	40 92	1 017	4 56	327	1 44	5 821	26 52	338	1 44	19	08	2 053	9 36	9 580	43 68	7 247	33 00	
	Hooghly including Serampore	1 034,296	2 927	33 84	217	2 40	61	60	2 784	32 28	250	2 88	23	24	529	6 12	3,864	44 76	3 334	38 64	
	Howrah	763,625	2,857	44 88	436	6 84	65	·96	1 332	20 88	629	9 84	28	36	733	11 40	3 223	50 64	2,275	35 64	
Presidency	24-Parganas	1 892 033	5 757	36 48	1 211	7 68	98	60	3 794	24 00	253	1 56	61	36	768	4 80	6,195	39 12	5 426	34 32	
	Calcutta	681 560	866	15 24	113	1 92	452	7 92	816	14 28	521	9 12	32	48	1 374	24 12	3 346	58·20	2,252	39 60	
	Nadia	1 644,108	5 755	42 00	617	4 44	22	12	3 752	27 36	16	10	33	12	563	3 96	4 993	36 36	4 450	32·28	
	Murshidabad	1 250,948	5 176	49 56	490	4 68	3	03	3 140	30 12	8	07	6	04	504	4 80	4 151	39 72	2 936	27 96	
	Jessore	1,888 527	6,344	40 20	725	4 56	10	06	5 208	33 00	9	04	29	12	599	3 72	6 583	41 76	7 0 3	44 88	
	Khulna	1 177 652	5 005	50 88	333	3 36	1	009	2 576	25 92	22	12	21	12	994	10 08	3,927	39·96	4041	41 16	
Rajshahi	Rajshahi	1 439 614	6,187	51 48	27.	2 28	1	007	3 967	33 00	11	08	32	24	387	3 12	4,673	38 88	5 294	44 04	
	Dinajpur	1 482,570	5 968	48·24	46	36	2	01	5 578	45 12	15	12	16	12	430	3 48	6 092	49·20	5 838	47 16	
	Jalpaiguri	690 736	1 857	32·64	2	02	15	24	2 226	39 12	19	24	10	12	26	36	2 298	40 44	1 982	34 92	
	Darjeeling	223 314	746	39 08			15	72	568	30 48	38	2 04	6	24	95	5 04	722	38 76	747	40 08	
	Rangpur	2,065,464	8 970	52·08	33	12	4	01	6 029	34 92	3	01	7	03	220	1 20	6 2·6	36 48	6 969	40 44	
	Bogra	764,461	3 6 6	57·00	17	·24			1 898	29·76	3	03	7	10	283	4 44	2 218	34 56	2 313	36 24	
	Pabna	1 361 223	5,029	44 28	65	48			3 492	30 24	16	12	11	09	95	72	3 611	31 80	5 16·	45 48	
Dacca	Dacca	2 345 431	10 096	50 52	607	3 00	31	12	[illegible]	25 32	412	2 04	33	10	1 553	7 68	7 684	38 40	8,385	42 00	
	Mymensingh	3 472 146	15 096	52 08	1 948	6 72	81	24	6 884	23 76	170	48	39	12	1 459	5 04	10 581	36 48	10 246	35 40	
	Faridpur	1 823 715	6 721	44 16	68·	4 44	16	·09	5 456	35 88	72	36	22	12	1 009	6 60	7 257	47 64	7 731	50 76	
	Backergunge	2,153,965	9 343	52·20	675	3 72	12	06	4 617	25 68	59	24	54	24	2 530	14 04	7 947	44 28	9 064	50 40	
Chittagong	Tippera	1 782,935	9 946	66 84	628	4 20			3 595	24 12	96	60	30	12	1 603	10 68	5 952	39 96	5 705	38 40	
	Noakhali	1 009 693	5 684	67 44	245	2 88	20	12	3 142	37 20	14	12	22	24	638	7 56	4,079	48 36	3 963	47·04	
	Chittagong	1,290 167	4,726	43 92	76	60			3 356	31 20	35	24	27	24	212	1·92	3,706	34 44	4,985	46 32	
	South Lushai Hills																				Not under registration
Patna	Patna	1 772,352	6,196	41 88	41	24	31	12	6 089	41 16	776	5 16	52	24	3 375	22 80	10 364	70·08	3 579	24 12	
	Gaya	2 138 331	7 814	43 80	2	01	84	36	6,619	37 08	46	24	45	24	1 899	10 56	8 695	48 72	3 978	22 32	
	Shahabad	2,060 579	7 142	41 52					2 486	14 40	3	04	28	24	908	5 28	3 431	19 92	4 377	25 44	
	Saran	2,466 065	7 832	38 04	4	01	24	10	2 771	13 44	641	3 00	55	24	4 390	21 36	7 885	38·28	5 199	25·20	
	Champaran	1 859 465	5 584	35 88			12	07	3 045	19 56	4	02	21	12	944	6 00	4 029	25 92	4 168	26 88	
	Muzaffarpur	2,712 857	9 928	43 80	3	01	23	09	4,101	18 12	76	24	36	12	1 287	5 64	5 526	24 36	5 855	25 80	
	Darbhanga	2 801 955	9 896	42 36	6	02	1	003	4 902	20 88	144	60	56	12	1 075	4 56	6 184	26 40	6 027	25 80	
Bhagalpur	Monghyr	2,036,021	7 977	46·? 2	10	04	25	12	4 574	26 88	41	24	34	12	739	4 32	5 423	31 92	3 957	23 28	
	Bhagalpur	2,032 696	6 743	39 72	13	07	41	24	3 878	22·80	26	12	10	04	513	3 00	4 487	26 40	4,477	26·40	
	Purnea	1 944 658	5 376	33 12	18	10	13	07	5 182	31 92	3	01	11	·06	195	1 20	5 424	33 36	6 416	39 48	
	Malda	814,919	3 200	47 04	91	1 32			2 342	34 44	23	24	6	08	247	3 60	2 709	39·84	2 605	38 28	
	Sonthal Parganas	1 753 775	4,946	53 84	41	24	7	03	2 288	15 60	23	12	15	09	264	1 80	2 638	18 00	2 408	16 68	
Orissa	Cuttack	1,937 671	6 127	37 92	593	3 60	651	4 08	3 1·2	19 44	630	3 84	64	36	2 115	13 08	7 222	44 64	5 699	35 28	
	Balasore	944 675	3 707	44 64	293	3 48	165	1 92	1 306	15 72	279	3 36	14	12	1 434	17 28	3,493	42 12	2,926	35 28	
	Puri	944 998	2,491	31 56	68	84	193	2 40	1 167	14 76	517	6 48	31	36	1 596	20 16	3 572	45 24	2 896	36·60	
	Angul and Khondmals																				Not under registration
Chota Nagpur	Hazaribagh	1 184 321	3 305	33 96		--	23	12	1 317	13 56	6	06	24	24	347	3 48	1 717	17 64	2 412	24 84	
	Ranchi	1,128,885	2 529	26 88			27	24	1 172	11 88	94	96	9	68	651	6 84	1,903	20 16	2,004	22 20	
	Palamau	596,770	1 455	29·16			129	2 52	1,001	20 28	7	12	25	48	164	2·88	1 3 6-	26 40	1 415	28 44	
	Manbhum	1 193,328	3,124	31 32	3	09	7	06	1 469	14 64	28	24	8	07	464	4 80	1 988	19 92	1 873	18 72	
	Singhbhum	545 488	1 335	29·04	1	01	14	24	1 134	22 68	10	12	19	36	91	1 92	1 169	25 68	986	21·72	
	Total ...	71,069 617	254 654	42·96	12 381	2 04	2 922	48	151,622	25 56	6 611	1 08	1 140	12	43,275	7 32	217,996	36·72	198,076	33 36	
	Average of corresponding month of previous five years ...	--	258,433	43 56	9,799	1 56	1 320	12	146,964	24 72	4,101	·60	1 146	12	34,745	5·76	198·075	33 36			
	Difference + or — ...	--	—3 779	—·60	+2 582	+ 48	+1 602	+ 36	+4,698	+ 84	+2,510	+ 48	—1	Equal.	+8,530	+1·56	+19,921	+3 36			

OFFICE OF SANITARY COMMISSIONER FOR BENGAL,

The 19th April 1901

H J DYSON, *Major*, I.M.S., F.R.C.S.,

Sanitary Commissioner for Bengal.

Vital Statistics of Towns in Bengal with a population of 20,000 and over during the month of January 1901

Districts	Towns.	Population under registration	Births: Number registered	Births: Ratio per 1,000 of population per annum	Cholera: Number registered	Cholera: Ratio per 1 000 of population per annum	Small pox: Number registered	Small pox: Ratio per 1 000 of population per annum	Fever: Number registered	Fever: Ratio per 1 000 of population per annum	Dysentery and Diarrhœa: Number registered	Dysentery and Diarrhœa: Ratio per 1 000 of population per annum	Injury: Number registered	Injury: Ratio per 1 000 of population per annum	Other causes: Number registered	Other causes: Ratio per 1 000 of population per annum	Total of all causes: Number registered	Total of all causes: Ratio per 1 000 of population per annum	Average of corresponding month of previous five years: Number registered	Average: Ratio per 1 000 of population per annum	Remarks
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Burdwan	1. Burdwan	34,477	59	17 40	4	1 32	2	60	74	25 68	34	11 76			22	7·56	136	47 28	127	44 16	
Midnapore	2 Midnapore	32,264	110	16 80			3	1 08	93	34 56	19	6 98			29	10 68	144	53 52	135	50 16	
Hooghly	3. Hooghly and Chinsura	33 060	68	24 60	3	1 08	3	1 08	61	22 08	36	12·96	2	·72	18	6 48	123	44·64	111	40 20	
	4 Serampore	35 932	78	25 92	2	60	4	1 32	61	20 28	34	11 28	1	24	17	5 64	119	39 60	145	48 36	
Howrah	5. Howrah	116,606	275	28 20	31	3 12	7	72	326	33 24	185	18 96	6	60	153	16 20	713	73 32	4 9	49 20	
24-Parganas	6 Cossipore-Chitpur	31 423	43	16 32	10	3 72	4	1 44	32	12 36	13	4 92			14	5 28	73	27 84	51	19 44	
	7 Maniktala	33,465	35	12 72	7	2·52	7	2 52	20	7 20	4	1 44	2	72	11	3·96	51	18 60	46	16 68	
	8 Barnagore	23 026	36	18 72	30	15 60	7	2 40	52	27 00	35	18 12	2	96	11	5 64	137	71 28	81	42·12	
	9 South Suburban	41 719	92	26 40	4	1 08	2	48	94	27 00	23	6 60			10	2 76	133	38 16	140	40·20	
	10 Garden Reach	27 924	54	23 16					74	31 80	2	84					76	32 64	Data not available		
	11 South Barrackpore, including Tittagarh Municipality	35 647	46	15 48	2	60			64	21 48	17	5 64			11	3·60	94	31 56	99	33 24	
	12. Naihati	20 040	39	23 28					57	34·08	4	2 28	4	2 28	9	5 28	74	44 28	97	58 08	
Calcutta	13. Calcutta	681,560	866	15 24	113	1 92	452	7 92	816	14 28	521	9 12	32	48	1,374	24 12	3 308	58 20	2 252	39 60	
Nadia	14. Krishnagar	25,600	53	24 84	7	3·24	...		39	18 24	1	36	2	84	1	36	50	23 52	69	32 40	
	15. Santipur	30 437	88	34·68	8	3 12	1	36	65	25 56	2	72	1	36	17	6 60	94	36 96	86	33 84	
Murshidabad	16. Berhampore	23,616	62	31 56	1	48	..		64	32 64	2	96			7	3 48	74	37·68	69	35 16	
Rajshahi	17 Rampur Boalia	21,407	54	30·24					41	22·92	2	1 08	1	48	7	3 48	51	28 56	59	33 00	
Pabna	18 Sirajganj	23,267	70	36 00					49	25 20					2	96	51	26 28	37	19·08	
Dacca	19 Dacca	82 523	302	43 80	2	24			[illegible]	19 08	21	3 00	1	12	96	13 92	252	36 60	258	41 52	
Chittagong	20 Chittagong	24,069	6	2 88	1	48			53	26 40	1	48			6	2 88	61	30 36	40	19 92	
Patna	21 Patna City	165 192	[illegible]	25 92	33	2 48	6	36	[illegible]	102 64	[illegible]	11 52	9	60	[illegible]	23 52	[illegible]	191 28	[illegible]	29 52	
	22 Bihar	47 723	128	32 16	2	48	1	24	[illegible]	70 80	0	4 92	2	48	82	20 52	[illegible]	97 80	103	25 80	
	23. Dinapore	44,414	71	19 08	1	24	1	24	[illegible]	50 16	1	4 56	3	72	119	32 04	327	88 32	77	20 76	
Gaya	24. Gaya	80 383	168	24 96	2	24	4	48	[illegible]	84 60	15	2 16	6	84	71	10 56	665	99 24	25	37 32	
Shahabad	25 Arrah	46 405	128	32 64					[illegible]	10 68	3	72	1	24	19	4 80	65	16 56	60	15 24	
	26. Sasaram	22,713	85	44 88					30	16 84	1	48			4	2·04	35	18 48	49	25 80	
Saran	27 Chapra	57 352	114	23 76	...		..		348	72·72	13	2 64	2	36	216	45 12	579	121 08	95	19 80	
Champaran	28 Bettiah	22 780	98	51 60	..				45	23 64	2	96			20	10 44	67	35 28	73	38 40	
Muzaffarpur	29 Muzaffarpur	49 192	128	31 20					61	14 88	5	1 20	2	48	35	8 52	103	25 08	102	24 84	
	30 Hajipur	21 487	80	44 64				..	35	19 44	1	48	1	48	47	26 16	84	46 80	48	26 76	
Darbhanga	31 Darbhanga	73,561	205	33 36			1	19	74	12·00	5	72	...		79	12 84	159	25 92	199	32 40	
Monghyr	32 Monghyr	57 077	114	23 88	5	96	6	1 20	407	85 56	12	2 52			74	15 48	504	105 96	127	26 64	
Bhagalpur	33. Bhagalpur	69,106	180	31 20			17	2 88	103	17 88	9	1 56	1	12	31	5 28	161	27 84	152	26 28	
Cuttack	34 Cuttack	47,196	129	32 76					57	14 40	25	6·24	5	1 20	32	8·04	119	30 24	106	25 32	
Balasore	35 Balasore	29 775	86	49 56			2	1·08	17	9·72	1	48	1	48	39	22 44	60	34 56	59	33 96	
Puri	36. Puri	28 794	41	17·04	4	1 56	..	..	56	23 28	27	11 16	1	36	47	19 56	135	56 16	85	35 40	
Ranchi	37 Ranchi	20 306	90	53 16					23	13 56	1	48			14	8 16	38	22 44	41	24 12	
	Total of all towns with a population of 20,000 and over	2,252,233	4 629	24 60	272	1 44	530	2 76	6 702	35 64	1 273	6·72	88	36	3,073	16 32	11 988	63 60	6 336	33 72	
	Average of the corresponding month of previous five years		5 172	27 48	268	1 32	58	24	3,066	16 32	811	4 32	72	36	2,061	10 92	6 336	33 72	..		
	Difference + or —		—543	—2 88	+4	+ 12	+472	+2·52	+3 636	+19·32	+462	+2 40	+16	equal	+1 012	+5 40	+5,602	+29 88	...	..	

OFFICE OF SANITARY COMMISSIONER FOR BENGAL,
The 19th April 1901.

H J DYSON, *Major*, I M S., F R.C.S.,
Sanitary Commissioner for Bengal.

IRRIGATION DEPARTMENT, BENGAL.

IRRIGATION OPERATIONS FOR THE OFFICIAL YEAR 1900-1901

Areas leased for Irrigation up to end of February 1901

Circle	District	Canal	Estimated full discharge	Average discharge in month	Discharge utilised	Approximate area of land irrigated during the year up to the end of the month	Approximate area of land under irrigation up to the same date last year	Details of areas leased: Long-term leases	Season leases: Kharif	Rabi	Sugarcane	Bhadoi	Hot-weather	Total	Grand Total	Rainfall, 1900-1901: During month	Up to end of month	Rainfall 1899-1900: During month	Up to end of month	Remarks
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
			C ft.	C ft.	C ft.	Acres.	Acres	Acres	Acres	Acres	Acres.	Acres.	Acres	Acres	Acres	Inches.	Inches	Inches	Inches.	
Orissa	Cuttack	Taldanda, 1st reach Ditto 2nd "	1 342 666	245 85		18,312	18 250	18 212	99	2			..	100	18,312	8·70	[illegible]	0·18	58 71	Kuisai
		Machgaon	776	160	41	37,210	36 434	37 043	161	6	...	..	..	167	37 210	2·10 2·45	[illegible]	0·00 0·00	35 6 42 98	Balia Jagatsingpur
		Kendrapara	1 087	209	15	53,743	52,989	52 640	1,045	58	..		..	1 103	53,743	2·04 0·28	55·44 75·00	0·00 0·00	56 14 66·16	Kendupatna Marsaghai
		Gobri	373	56	42	3 744	3 743	3 744		...			..	......	3,744	2·31	[illegible]	0·88	53 90	Kendrapara
		Do. Extension	646	44	37	3 330	3,457	3,330	...		.....	.....	....	......	3,330	[illegible]	[illegible]	0·80	51 2	[illegible]
		Patamundi	985	55	11	16,013	14 808	15 570	65	378	..		...	[illegible]	16,013	[illegible]	[illegible]	0·36	[illegible]	[illegible]
		High Level, Range I	608	86	10	22,983	22,911	22,5?6	......	270	2		5	277	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Janapur
		Ditto, do. II	727	4	2	3 416	3 096	3 318		120				120	3,438	No gauge.				
	Balasore	Jajpur Canal, including Dudhai Channel	700	60	56	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
		High Level Range III	727	59	3	[illegible]	[illegible]	[illegible]		[illegible]	1		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
		Total				202,172	[illegible]	[illegible]	1 369*	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]					
		Total of the corresponding period of last year				...		178 965*	17,803	1,649	304	..	234	19,890	[illegible]	.....	..	....	..	
South-Western.	Midnapore	Midnapore	1,421	(a)76·03		70,469	62,185	61,838	8 898		..	......	..	[illegible]	70,424	[illegible]	[illegible]	0·34	[illegible]	(a) Whole month discharging
		Panchkura	522	25·00	1·62	9,819	2,404	7,749	1,875	809		.....	..	[illegible]	[illegible]	[illegible]	[illegible]	1·30	[illegible]	
	Howrah	Tidal Reaches, Ranges I & II			....	1,635	131	1,467	168	....		...	....	168	1,635	[illegible]	[illegible]	....	.....	
		Total	..		..	81 123	64,720	71,044	10 023†	809	...			10,638	[illegible]	....	....	....	..	
		Total of the corresponding period of last year						[illegible]	..	508				508	[illegible]	.....	.....	.....	.....	
Sone	Shahabad	Western Main	4,342	1 416	94	29,795	[illegible]	14 345	5 539	[illegible]	...		370	[illegible]	[illegible]	[illegible]	[illegible]	0·33	[illegible]	
		Buxar	1 226	305	28	[illegible]	113 185	72,438	10 074	2 753	..	..	[illegible]	33,470	[illegible]					
		Arrah	2,000	967	163	179 265	194 158	[illegible]	7 585	18,653		..	10,786	[illegible]	180,714	[illegible]	[illegible]	[illegible]	[illegible]	
	Patna and Gaya.	Eastern Main Patna	1,466	445	82	2,932 67,029	[illegible] 55,088	2,139 65 999	597 [illegible]	142 4,574	....	.... ..	.. 1 278	719 16 832	[illegible] [illegible]	[illegible]	[illegible]	0·10	[illegible]	
		Total			..	487 086	440,961	[illegible]	[illegible]	[illegible]			[illegible]	[illegible]	[illegible]	...	[illegible]	.....	...	
		Total of the corresponding period of last year				..		295 068	[illegible]	74,641		..	[illegible]	[illegible]	[illegible]	.....	.....	.....	.....	
		GRAND TOTAL	..	..	...	690,301	[illegible]	[illegible]	48,198	[illegible]	252	..	[illegible]	[illegible]	[illegible]	.....	.....	....	.....	
		Grand Total of the corresponding period of last year	.....	....	......	......		544,512	[illegible]	76,798	304	..	[illegible]	[illegible]	[illegible]	.....	.....	.....	.....	

* Of this 1,369 acres represent provisional lease.
† This is exclusively for provisional lease.

CALCUTTA,
The 23rd April 1901.

MADHU SUDAN SEN GUPTA,
Offg. Under-Secy. to the Govt. of Bengal.

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT

Approximate Return of Traffic on the Circular and Eastern Canals for the week ending Saturday the 20th April 1901, as compared with the corresponding week of the previous year.

Nature of Cargo.	Week ending Saturday, the 20th April 1901			Week ending Saturday, the 21st April 1900.		
	Number of boats.	Weight of cargo.	Tollage	Number of boats.	Weight of cargo.	Tollage.
		Mds	Rs		Mds.	Rs.
Rice and paddy	190	39,100	455	380	81,800	1,338
Jute	11	10,125*	95	9	9,050	78
Firewood	46	28,375	414	23	13,925	211
Other articles	365	1,17,575	1,435	455	1,51,710	1,742
Total ...	612	1,95,175	2,399	867	2,56,485	3,369

* Weight by canal measurement, 10,200 maunds

BENGAL CENTRAL RAILWAY COMPANY, LIMITED.

Abstract of principal Commodities carried over the Bengal Central Railway during the month of February 1901, as compared with the same month of previous year

Articles.	1901 Up	1901 Down	1900 Up	1900 Down	Total 1901.	Total 1900	Increase	Decrease.
	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
I.—Apparel including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes	6	1	5	1	7	6	1	
II.—Coal and Coke carried for the Public and Foreign Railways	3,664	158	2 379	1 6	3 822	2 495	1,327	
III.—Cotton—								
1 Raw				3		3		3
2 Manufactured—								
(a) Twist and yarn, European	44		31		44	31	13	
(b) Ditto Indian	3				3		3	
(c) Piece-goods, European	100		65		100	65	35	
(d) Ditto, Indian	3	1	2		4	2	2	
(e) Others								
IV.—Chemicals excepting saltpetre								
V.—Drugs—								
1 Intoxicating, other than opium			1			1		1
2. Non intoxicating—								
(a) Medical preparations	1				1		1	
(b) Others								
VI.—Dyes and Tans—								
1 Indigo								
2 Myrabolams								
3 Cutch								
4 Turmeric	2	5		3	7	3	4	
5 Alizarine and Aniline Dyes								
6 Al (Morinda Citrifolia)								
7 Tanning barks								
8 Others								
VII.—Fodder—								
1 Oilcake	35	9	16	62	44	78		34
2 Hay, straw and grass			1			1		1
VIII.—Fruits and vegetables fresh	401	192	814	212	593	1 026		433
IX.—Grain and Pulse—								
1 Wheat				1		1		1
2. Rice in the husk	1	36	58	139	37	197		160
3. Do not in the husk	11	708	14	5,417	719	5 431		4,712
4 Jawar and bajra								
5. Gram and pulse	78	114	85	1,918	192	2 003		1 811
6 Wheat flour	11				11		11	
7 Others			1	16		17		17
X.—Hides and Skins—								
1 Hides of cattle—								
(a) Dressed or tanned								
(b) Raw		48		31	48	31	17	
2. Skins of sheep and other animals—								
(a) Dressed or tanned								
(b) Raw		8		8	8	8		
XI.—Horns								
XII.—Hemp (Indian) and other fibres, excluding jute				18		18		18
XIII.—Jute—								
1. Raw		875	6	211	875	217	658	
2 Gunny bags and cloth	17	3	104		20	104		84
XIV.—Lac								
XV.—Leather—								
1 Unwrought								
2 Wrought excepting boots and shoes			3			3		3
XVI.—Liquors—								
1 Ale and beer								
2. Spirit of all kinds including country spirit								
3 Wine	2		2		2	2		
4 All other sorts including toddy and fermented liquor, other than ale and beer								
XVII.—Metals—								
1 Copper, unwrought								
2 Brass, ditto		1			1		1	
3. Copper, wrought								
4. Brass, ditto	8	1	7	5	9	12		3
5 Iron and steel—								
(a) Cast								
(b) Unwrought			4			4		4
(c) Wrought	24		10		24	10	14	
(d) Manufactures	10		3		10	3	7	
6 Others	34	27	10	30	61	40	21	
XVIII.—Oils—								
1 Kerosine	122		85	21	122	106	16	
2 Castor								
3 Cocoanut	9		9		9	9		
4 Mustard and rape	69		42		69	42	27	
5 Other			1			1		1
XIX.—Oilseeds—								
1 Linseed				386		386		386
2 Rape and mustard	55	10	16	120	65	136		71
3 Til or jinjili								
4 Poppy								
5 Earth nuts								
6 Castor								
7 Others				11		11		11
XX.—Opium								
XXI.—Paper and Pasteboard	6	1	7	2	7	9		2
XXII.—Provisions								
1 Ghee	3		4		3	4		1
2 Dried fruits and nuts								
3. Others		1	17	11	1	28		27

ARTICLES.	1901.		1900		TOTAL.		Increase.	Decrease.
	Up	Down.	Up.	Down	1901	1900		
	Tons.	Tons.	Tons.	Tons.	Tons	Tons	Tons	Tons
XXIII.—Railway plant and rolling-stock carried for the Public and Foreign Railways—								
1 Locomotives engines, and tenders, and parts thereof.	...	...	...	...	...	...	...	...
2. Carriages and trucks, and parts thereof	...	...	...	...	...	...	...	...
3 Materials—								
(a) Steel rails and fish-plates	...	...		...		...	...	...
(b) Sleepers and keys of steel and cast-iron	...	...	...	...	...	...	...	...
(c) Other sorts		...	...	...				
XXIV.—Salt	245	...	312	...	245	312	...	67
XXV.—Saltpetre and other saline substances—								
1 Saltpetre	...			...		...		
2. Other saline substances	8	...			8	...	8	...
XXVI.—Silk—								
1. Raw—								
(a) Foreign	...	...	...	...		...		
(b) Indian	...		...		...			
2 Silk piece-goods—								
(a) Foreign				...	...	...		...
(b) Indian	...		...			...	...	...
XXVII.—Spices—								
1 Betel-nuts		418		252	418	252	166	
2. Pepper			1		...	1		1
3 Ginger						...		...
4. Chillies	10	3	10	65	13	75		62
5 Cardamoms		...	...	...		...		...
6 Others	1				1	...	1	
XXVIII.—Stone and lime	18	...	81	14	18	95	...	77
XXIX.—Sugar—								
1 Refined or crystallised including sugar candy	28		5		28	5	23	...
2 Unrefined—								
(a) Sugar	28	440	38	349	468	387	81	
(b) Gur rab, molasses, jaggery and other saccharine produce.	...	68	...	35	88	35	53	
XXX.—Tea—								
1 Foreign							...	
2 Indian	...				...	...	...	
XXXI.—Tobacco—								
1 Unmanufactured	26	2	7	4	28	11	17	
2 Manufactured—								
(a) Cigars					...		...	
(b) Other sorts	1	...	1		1	1		
XXXII.—Wood—								
1 Timber unwrought	169	13	82	12	182	94	88	...
2 Manufactures	6	10	5	3	16	8	8	
XXXIII.—Wool—								
1 Raw			...		...	...		...
2 Manufactured—								
(a) Carpets and rugs					...		...	...
(b) Piece-goods, European		...	...					
(c) Ditto, Indian								
(d) Other sorts of manufactures	...	...			...	...		...
XXXIV.—All other articles of merchandise	248	158	416	161	406	577		171
Total	5 597	3,332	4 740	9 657	8 928	14,397	2 603	8,072

CALCUTTA, *the 18th April 1901.*

T SIDDLE,
Chief Auditor and Accountant.

SEGOWLIE-RAKSAUL BRANCH RAILWAY.

Statement of Goods Traffic for the month of November 1900, compared with the corresponding period in 1899

Description of Goods	1899 Mds.	1899 Rs.	1900 Mds.	1900 Rs.	Increase Mds.	Increase Rs.	Decrease Mds.	Decrease Rs.
I.—Apparel including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes			72	4	72	4		
II.—Coal and Coke carried for the Public and Foreign railways.	1,101	16	1,087	14			14	2
III.—Cotton—								
1 Raw			82	7	82	7		
2 Manufactured—								
(a) Twist and yarn, European								
(b) Twist and yarn, Indian	93	6	1,244	63	1,151	57		
(c) Piece-goods, European	1,046	57	1,146	73	100	16		
(d) Piece-goods, Indian	1,545	60	748	55			797	14
(e) Others			40	4	40	4		
IV.—Chemicals excepting saltpetre								
V.—Drugs—								
1 Intoxicating other than opium								
2 Non intoxicating—								
(a) Medicinal preparations								
(b) Others			12	1	12	1		
VI.—Dyes and Tans—								
1 Al (Morinda citrifolia)								
2 Alizarine and aniline dyes								
3 Cutch								
4 Indigo	227	7					227	7
5 Myrabolams								
6 Tanning barks								
7 Turmeric								
8 Others								
VII.—Fodder—								
1 Oil-cake			16	1	16	1		
2 Hay, straw and grass								
VIII.—Fruits and vegetables, fresh			11	1	11	1		
IX.—Grain and Pulse—								
1 Gram and pulse	240	6	286	6	37			
2 Jawar and bajra								
3 Rice, in the husk	4,227	85	5,090	99	863	14		
4 Rice, not in the husk	13,061	163	16,658	248	3,597	85		
5 Wheat	12	1	12	1				
6 Wheat-flour								
7 Makai	1,837	45					1,837	45
8 Others	5,986	160	158	2			5,828	148
X.—Hides and Skins—								
1 Hides of cattle—								
(a) Dressed or tanned								
(b) Raw	91	7	15	1			76	6
2. Skins of sheep and other animals—								
(a) Dressed or tanned								
(b) Raw	44	2	87	3	43	1		
XI.—Horns								
XII.—Hemp (Indian) and other fibres, excluding jute								
XIII.—Jute—								
1 Raw								
2 Gunny bags and cloth	561	21	332	10			229	11
XIV.—Lac			8	1	8	1		
XV.—Leather—								
1 Unwrought								
2 Wrought, excepting boots and shoes.	2	1	12	1	10			
XVI.—Liquors—								
1 Ale and Beer								
2. Spirits of all kinds, including country spirits								
3 Wine								
4 All other sorts, including toddy and fermented liquor, other than ale and beer								
XVII.—Metals—								
1 Brass unwrought	63	3	7	1			56	2
2 „ wrought	115	5	63	3			52	2
3 Copper unwrought								
4 „ wrought	37	2					37	2
5 Iron and steel—								
(a) Cast			5	1	5	1		
(b) Unwrought								
(c) Wrought	95	5	259	8	164	3		
(d) Manufactures			24	1	24	1		
6 Others	14	1	51	3	37	2		
XVIII.—Oils—								
1 Kerosine	521	15	2,671	70	2,150	55		
2 Castor								
3 Cocoanut	7	1	8	1	1			
4 Mustard and rape								
5 Others	1	1					1	1

Description of Goods	1899.		1900		Increase.		Decrease.	
	Mds.	Rs.	Mds.	Rs	Mds	Rs.	Mds	Rs
XIX.—Oilseeds—								
1 Castor								
2 Earthnuts								
3. Linseed			718	17	718	17		
4. Poppy								
5 Rape and mustard	474	5	943	16	469	11		
6 Til or jinjili								
7 Others	14 547	473	498	5			14 049	468
XX.—Opium								
XXI —Paper and pasteboard								
XXII —Provisions—								
1 Dried fruits and nuts	77	3	100	11	123	8		
2 Ghee	6	1					6	1
3. Others	111	7	18	1			93	6
XXIII —Railway plant and rolling-stock carried for the public and foreign railways—								
1 Locomotive engines and tenders, and parts thereof								
2 Carriages and trucks, and parts thereof								
3 Materials—								
(a) Steel rails and fish plates								
(b) Sleepers and keys of steel and cast iron								
(c) Others								
XXIV - Salt	2,808	67	3,438	56	540			11
XXV —Saltpetre and other saline substances—								
1 Saltpetre								
2 Other saline substances								
XXVI.—Silk—								
1 Raw—								
(a) Foreign								
(b) Indian								
2 Piece-goods—								
(a) Foreign								
(b) Indian								
XXVII —Spices—								
1 Betelnuts	165	8	375	18	210	10		
2 Cardamoms								
3 Chillies								
4 Ginger								
5 Pepper	5	1	75	4	70	3		
6 Others	120	6	141	5	21			1
XXVIII —Stone and lime								
XXIX —Sugar—								
1 Refined or crystallized including sugarcandy	44	7	281	10	237	3		
2 Unrefined—								
(a) Sugar			44	1	44	1		
(b) Gur rab jaggree, molasses and other saccharine produce								
XXX.—Tea—								
1 Foreign								
2. Indian								
XXXI —Tobacco—								
1 Unmanufactured	216	5	3 0	20	94	15		
2. Manufactured—								
(a) Cigars			15	1	15	1		
(b) Other sorts	2	1					2	1
XXXII —Wood—								
1 Timber, unwrought								
2 Logs	6 732	108	8,394	125	1 662	17		
3 Poles								
4. Manufactures			8	1	8	1		
XXXIII —Wool—								
1 Raw								
2 Manufactured—								
(a) Carpets and rugs								
(b) Piece-goods European								
(c) Piece-goods Indian	74	4	64	4			10	
(d) Other sorts of manufactures								
XXXIV —All other articles of merchandise—								
1 Indigo-seed								
2. Firewood								
3. Others not specified above	1,122	56	1,060	76		20	62	
Total	57,628	1,424	46 773	1 060	13,627	304	23,332	728

GORAKHPUR, *the 13th April 1901*

(ILLEGIBLE)
Auditor of Accounts

Weekly Return of [illegible] Receipts on Indian Railways.

EAST INDIAN RAILWAY.

Approximate Return of Traffic for week ended 6th April 1901 on 1,840·32 miles open.

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated).	Total earnings.	Traffic Train-miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching.	Merchandise	Total.
		Rs A P	Mds. s	Rs A P	Rs. A P	Rs A P			
Total traffic for the week	(a) 312 790	(a) 3,45 930 2 0	56,10,209 30	(b) 10 19 838 7 0	19,613 0 0	13,85,436 9 0	107,325	211,590	318,915
Or per mile of railway		187 15 7		554 3 1	10 10 6	753 13 3			
For previous 13¼ weeks of half-year	4 961,142*	50,90,231 3 0*	6,99,37,286 20†	1 10 04 350 3 0†	2 73 961 0 0‡	1 72,68,642 6 0	1,362,540§	2,450,584§	3,813,125
Total for 13¾ weeks	5 293 932	54,36 161 5 0	7,55,47,496 10	1 20 24 243 10 0	2,93 574 0 0	1,86 53,078 15 0	1,469,735	2,662,174	4,131,907
Comparison									
Total for corresponding week of previous year	318 649	3,85 364 9 5	40,46,728 0	9 83 270 10 0	19,820 7 0	13,94,464 10 5	102,084	192,450	294,959
Per mile of railway corresponding week of previous year		201 12 4	......	535 3 0	10 12 8	759 1 0			......
Total for corresponding 13¾ weeks of previous year	4,882,878	72,30 2,1 15 4	7,20,71,836 30 1	1 17 074 8 5	3 79,024 13 7	2,00,57 241 2 4	1 405,463	2 764,694	4,160,156

(a) The decrease is in outward passenger traffic chiefly at stations in ' A district.
(b) The increase is chiefly in coal traffic
* Added No of passengers 16 806 and Rs 17 110
† Do Mds 38,114 and deducted Rs 3 197
‡ Do Rs 011
} On account of difference between the approximate and audited figures for the week ended 9th February 1901
§ Audited figures up to 9th February 1901

1901 *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900*

Open mileage	Period	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total	Per mile of railway	Train mileage.	
		No of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate. Rs A P
*1 840 32	12 days of January	547 806	5,51 440	81 [illegible]	14 01,477	31,128	19 84 [illegible]	1,073	[illegible] 718	5 14 11
*1 840 32	Week ended 19th "	386 637	4 0[illegible] 976	53 [illegible]	8 93 150	19 3[illegible]	13 19 [illegible]	717	[illegible]048	4 7 11
*1 840 32	" " 26th "	401 809	4 33 [illegible]	55 [illegible]	8,78 191	1[illegible]	13 29 402	723	300 [illegible]	4 6 10
*1 840 32	" " 2nd February	427 418	4 37 311	56 [illegible]	9 [illegible] 969	[illegible] 404	13 6 [illegible]	740	298 708	4 9 0
*1 840 32	" " 9th "	44[illegible] 076	4 44 250	5 [illegible]	9,71 [illegible]	23 748	14 4 [illegible]	785	304,063	4 12 1
1,837 09	" " 16th	407 40[illegible]	4 32 282	5[illegible]	9,06,315	2[illegible] 380	14 5[illegible]	790	302 873	4 12 8
1,837 09	" " 23rd	4[illegible] 190	4 36 674	53 [illegible]	9 24 [illegible]	22 [illegible]	13 [illegible] 007	755	304 129	4 5 9
1,837 09	" 2nd March	408 414	4 11 307	5 [illegible]	9 74,[illegible]27	22 9 7	1[illegible] 8 741	767	297 479	4 11 9
1,840 32	" " 9th "	[illegible]	4 2 396	57 3[illegible]	9,76 103	21 42[illegible]	14 01 7[illegible]	7[illegible]	298 371	[illegible] 8 9
1,840 32	" " 16th "	[illegible]	3 [illegible] 070	53 [illegible]	9 63 [illegible] 37	23 15[illegible]	13 [illegible]	761	304 [illegible]	[illegible] 10 1
1,840 32	" " 23rd	35[illegible]	3 63 [illegible]	56 [illegible] 14	9 90 [illegible]	22 [illegible]	13 7[illegible]	748	318 509	4 7 5
1,840 32	" " 30th	3[illegible] 5[illegible]	3 75,631	57 7[illegible]	10 27 1[illegible]	21 713	14 34 [illegible]	774	311 919	4 [illegible] 1
1,840 32	" " 6th April	312 790	3 45 931	56 1 10	10 19 83[illegible]	19 613	1[illegible] 437	753	318,815	4 5 [illegible]
	Totals up to date	5,2[illegible] 932	54 36 161	7,5[illegible]	1,29,24 [illegible]	2 93 574	1 8[illegible] 079	739	4 1[illegible]1,947	4 7 11

* Audited figures

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded **1900.**

Open mileage	Period	No of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs A P
1,711 61	13 days of January	[illegible] 41	6,63 1[illegible]	87 [illegible]	18 3[illegible] 509	46 519	[illegible] 14	1 [illegible]	334,967	4 [illegible]
1 711 61	Week ended 20th "	[illegible] 0 577	3 31 450	5[illegible]	10 71 613	31 02[illegible]	14 [illegible] 781	838	303 818	4 1[illegible]
1 711 61	" 27th "	3 [illegible]96	3 [illegible] 160	5[illegible]	10 84,00[illegible]	30 964	14 71 129	8[illegible]0	289 257	5 [illegible]
1 711 61	" 3rd February	3[illegible]	4 3[illegible] 437	47 13 [illegible]	[illegible],61 [illegible]	31 6[illegible]8	14 [illegible] 110	814	29[illegible] 217	4 1[illegible]
1 711 61	" " 10th	381 070	3,9[illegible] 543	5[illegible] 74[illegible]	11 34 813	3[illegible],517	16 03 47[illegible]	907	307 000	5 0 [illegible]
1 711 61	" " 17th	[illegible] 114	3 83 876	56 0 [illegible]	11 31 107	31 416	15 [illegible]	90[illegible]	311 727	4 15 [illegible]
1 711 61	" 24th "	3[illegible]9 6[illegible]	3 78,53[illegible]	56 [illegible]	11 65,6[illegible]3	3[illegible] 341	15 74 617	920	312,1[illegible]	5 0
1,7[illegible]	" 3rd March	[illegible] 800	3 9[illegible],184	50 [illegible]	10 78 800	2[illegible] [illegible]	14 97 [illegible]	869	309 783	4 13 [illegible]
1 837 09	10th "	3[illegible] 112	4,14 798	51 1[illegible]	10 31 317	20 377	14 [illegible]	8 2	313 039	4 11 [illegible]
1 837 09	" 1[illegible]th "	327 60[illegible]	3 16 271	5[illegible] 1[illegible]	9 70 545	26 9[illegible]2	1[illegible] 19 0[illegible]	731	303 496	4 6 [illegible]
1 837 09	" 24th "	388 051	3 75 591	5[illegible] 36 4[illegible]	10 03 416	25 [illegible]67	14 04 0[illegible]	765	29[illegible],213	4 12 [illegible]
1 837 09	" 31st "	3[illegible] 047	3 68 837	59 01 77[illegible]	9 91 681	25 3[illegible]	13 [illegible]	754	29[illegible],144	4 11 [illegible]
1,837 09	" 7th April	3 8 649	3 8 3[illegible]5	40 [illegible]	9 89,270	1[illegible],8[illegible]0	13 [illegible] 465	750	294,900	4 11 [illegible]
	Totals up to date	4 882 878	52 30 252	7 20,71 8[illegible] 6	1,44,47,971	3,79,023	2 00,57 240	768	4,160,156	4 15 [illegible]

TARKESSUR BRANCH RAILWAY

Approximate Return of Traffic for week ended 6th April 1901, on 22 23 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	No of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise.	Total.
		Rs A. P	Mds. s	Rs A. P	Rs. A P	Rs A P			
Total traffic for the week	29,972	7 991 12 0	19,898 0	735 13 0	5 0 0	8 732 9 0	1,038	150	1,188
Or per mile of railway		359 8 1		33 1 7	0 3 7	392 13 4			
For previous 12¾ weeks of half year	311,994*	78 112 2 0*	3,32,300 0†	10,842 12 0†	70 0 0	89 024 14 0	13,944§	1,357§	15,301
Total for 13¾ weeks	341 966	86 103 14 0	3,52,198 0	11 578 9 0	75 0 0	97,757 7 0	14,982	1,507	16,489
Comparison									
Total for corresponding week of previous year.	30 230½	8 024 10 10	24,389 10	764 12 0	8 6 3	8,797 13 1	1,024	164	1,188
Per mile of railway corresponding week of previous year	..	360 15 9	.	34 6 5	0 6 1	395 12 3		.	......
Total for corresponding 13¾ weeks of previous year	346 874½	83,421 13 8	4,97,363 30	14,125 3 0	137 4 9	97,785 5 5	14,437	3,703	18,140

* Added No. of passengers 621 and Rs 237
† Deducted Mds 12,374 and Rs 55
} On account of difference between the approximate and audited figures for the week ended 9th February 1901.
§ Audited figures up to 9th February 1901

[illegible] RAILWAY

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900.

Open mileage.	Period.	Coaching Traffic. No. of passengers.	Coaching Traffic. Rs.	Merchandise and Mineral Traffic. Mds.	Merchandise and Mineral Traffic. Rs	Other earnings. Rs.	Total. Rs.	Per mile of railway Rs.	Train mileage. No.	Train mileage. Rate Rs. A. P.
[illegible]	13 days of January	25,861	7,800	26,774	1,112	5	8,917	401	[illegible]	4 [illegible] 9
[illegible]	Week ending 19th ,,	20,171	4,583	14,425	533	11	5,127	231	1,1[illegible]	4 [illegible] 1
[illegible]	,, ,, 26th ,,	22,762	5,461	19,[illegible]	763	5	6,249	281	1,[illegible]	[illegible]
[illegible]	,, ,, 2nd Feb	24,458	6 400	72,[illegible]	028	4	7,[illegible]	316	1,[illegible]	5 14 8
[illegible]	,, ,, 9th ,,	27,780	6 877	25,44[illegible]	943	5	7,825	353	1,1[illegible]	[illegible]
[illegible]	,, ,, 16th ,,	31,540	8,278	[illegible] 478	992	[illegible]	9 274	417	1,1[illegible]	7 12 11
[illegible]	,, ,, 23rd ,,	37,273	9,3[illegible]	35,[illegible]	1,055	6	10 877	487	1,[illegible]	7 13 8
[illegible]	,, ,, 2nd March	31,960	5,782	31 964	936	6	6,744	303	1,201	5 [illegible] 4
[illegible]	,, ,, 9th ,,	24,686	6,327	32,945	969	5	7,301	328	1,188	6 3 4
[illegible]	,, ,, 16th ,,	23,445	5,711	23,808	1,040	6	6,757	304	1,187	5 11 4
[illegible]	,, ,, 23rd ,,	23,044	5 947	27 988	79[illegible]	6	6,746	304	1,188	5 16 10
[illegible]	,, ,, 30th ,,	21,893	5,610	35,898	1 [illegible]	5	6 674	310	1,168	5 9 11
[illegible]	,, ,, 6th April	20 972	7,991	19,828	736	5	8,733	393	1,156	7 5 7
	Totals up to date	341,966	86,104	3,53,168	11 579	75	97 758	381	16,489	5 14 10

* Audited figures.

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded 1900.

Open mileage.	Period.	No. of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No.	Rate Rs A P
22·23	13 days of January	3[illegible] 032	8 899	35 948	1,5[illegible]	16	10,410	469	2,345	4 7 1
22·23	Week ending 20th ,,	19 749	4,615	14 487	[illegible]05	10	5 130	231	1 [illegible]	[illegible] 3 5
22·23	,, ,, 27th ,,	21 810	5 216	72 105	1 [illegible]7	15	6 784	253	1,298	4 15 6
22·23	,, ,, 3rd Feb	21 6 3	5 2[illegible]6	18 974	781	7	6 014	271	1,188	5 1 0
22·23	,, ,, 10th ,,	22 919	5 69[illegible]	57 [illegible]82	1 102	5	6 797	306	1 188	5 11 7
22·23	,, ,, 17th ,,	26 811	7 274	33,874	1 0[illegible]7	5	8 358	376	1,18[illegible]	7 0 6
22·23	,, ,, 24th ,,	23 932	5 5[illegible]4	31,[illegible]03	1 319	7	6 8[illegible]0	308	1,188	5 12 3
22·23	,, ,, 3rd March	36 443	9 933	35,110	1,[illegible]	17	10 9[illegible]	4[illegible]	1,396	7 14 9
22·23	,, ,, 10th ,,	24 657	6,157	32 079	1 1[illegible]2	16	7 305	331	1 18[illegible]	6 3 2
22·23	,, ,, 17th ,,	23,548	5 802	64,857	1 [illegible]7	18	[illegible],107	324	1 803	4 13 6
22·23	,, ,, 24th ,,	2[illegible] 730	5 6[illegible]	37 501	1 230	5	6 867	309	1,697	4 0 9
22·23	,, ,, 31st ,,	22,891	5,440	46 504	1 276	13	6 729	303	1,188	5 10 8
22·23	,, ,, 7th April	30,231	8 025	24,840	761	9	8 798	[illegible]96	1,168	7 6 6
	Totals up to date	3[illegible]	83,523	4 97,[illegible]	14,1[illegible]5	137	97,78[illegible]	317	18,140	5 6 3

DELHI-UMBALLA-KALKA RAILWAY

Approximate Return of Traffic for week ended 6th April 1901 on 16[illegible] 24 miles open

	Coaching Traffic: Number of passengers	Coaching Traffic: Coaching receipts Rs A P	Merchandise and Mineral Traffic: Weight carried Mds s.	Merchandise and Mineral Traffic: Receipts Rs A P	Other earnings (estimated) Rs A P	Total earnings Rs A P	Traffic Train miles run: Coaching	Traffic Train miles run: Merchandise	Traffic Train miles run: Total
Total traffic for the week	(b) 20 772	(b) 29 863 15 0	1 58 974 30	17,7[illegible] 0	44 0 0	40 641 5 0	8 715	4 022	12,737
Or per mile of railway	...	140 14 10		109 4 11	0 4 4	250 8 0			
For previous 1[illegible] weeks of half year	233,491*	2 01,927 14 0*	18,55,220 30†	1,59,13[illegible] 0†	709 0 0‡	3,61 762 4 0	102 663§	46 047§	149,710
Total for 13½ weeks	2[illegible]4 263	2,24,691 13 0	20,[illegible] 10	1 76,868 1 0	843 0 0	4 0[illegible],403 9 0	111 378	50,069	162,047
Comparison									
Total for corresponding week of previous year	21 880½	26 402 13 9	71,684 10	10,082 4 7	97 2 6	36,582 4 10	8,201	2 901½	11,102½
Per mile of railway corresponding week of previous year		162 11 10		62 2 4	0 9 7	225 7 9			
Total for corresponding 13½ weeks of previous year	238,739	2,91,277 14 1	14,37,945 10	1 59,72[illegible] 4 [illegible]	1 015 14 9	3,62,018 1 1	104 631½	43,643½	148,274

(b) The decrease is chiefly due to the running of four extra troop trains in the corresponding period of 1900 from Umballa to Kalka

* Added number of passengers 1,406 and deducted Rs 1 30[illegible] } On account of difference between the approximate and audited figures for the week ended 9th February 1901
† Deducted Mds. 80,733 and ,, 3,100 }
‡ Added ,, 6 }
§ Audited figures up to 9th February 1901

1901. *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900.*

Open mileage.	Period	Coaching Traffic: Number of passengers.	Coaching Traffic: Rs	Merchandise and Mineral Traffic: Mds	Merchandise and Mineral Traffic: Rs	Other earnings Rs	Total. Rs	Per mile of railway Rs	Train mileage No.	Train mileage Rate Rs A. P
[illegible]	13 days of January	26,706	22,477	1,25,[illegible]48	16 2[illegible]6	65	38 638	239	20,637	1 13 10
[illegible]	Week ended 19th ,,	15,707	13,921	1,74,592	11 [illegible]64	41	25,836	159	12 988	2 0 0
[illegible]	,, ,, 26th ,,	15,835	13,878	1,40,[illegible]	11 570	81	25,829	157	12,141	2 1 5
[illegible]	,, ,, 2nd Feb	18 221	14,083	1 87 744	11 368	71	25,[illegible]	157	12,23[illegible]	2 1 4
[illegible]	,, ,, 9th ,,	18,754	15,095	83,151	10,131	71	25 297	156	12 167	2 1 8
[illegible]	,, ,, 16th ,,	17,790	14,011	1,51,[illegible]	12 061	65	27,037	167	10,686	2 6 9
[illegible]	,, ,, 23rd ,,	17,695	15,1[illegible]6	1,43,[illegible]	9 586	72	24,762	153	11,032	2 3 11
[illegible]	,, ,, 2nd Mar.	17,579	16,177	1,57,[illegible]	11,173	65	30,417	187	11,[illegible]	3 11 5
[illegible]	,, ,, 9th ,,	17,600	16,917	1,75,[illegible]	14,20[illegible]	69	31,196	192	11,364	2 12 0
[illegible]	,, ,, 16th ,,	21,077	18 605	1,50,[illegible]	1[illegible] 181	65	32 0[illegible]	198	11 348	2 13 1
[illegible]	,, ,, 23rd ,,	24,363	20,910	1,89,531	15,546	66	36,532	225	11 240	3 3 10
[illegible]	,, ,, 30th ,,	20,071	19,710	1,[illegible]	18 [illegible]41	64	35,715	220	12,114	2 3 2
[illegible]	,, ,, 6th April	20,772	22,864	1,53,974	17,733	44	40,041	251	12,747	3 3 1
	Totals up to date	254,263	2,24,691	20,09,1[illegible]	1,76,868	843	4,01,403	181	162,047	2 7 9

DELHI-UMBALLA-KALKA RAILWAY—*concluded.*

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded. **1900.**

Open mileage	Period.	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings	Total.	Per mile of railway	Train mileage.	
		Number of passengers.	Rs	Mds	Rs	Rs	Rs	Rs.	No.	Rate. Rs. A. P.
[illegible]	13 days of January	26,323	28,998	1,85 114	22,085	133	40,204	303	10,404	[illegible]
[illegible]	Week ended 20th ,,	14,317	10,035	78 119	11,709	44	22,828	139	9,472	[illegible]
[illegible]	,, ,, 27th ,,	14,124	10 463	96 1,8	10,188	140	20,721	128	9,089	[illegible]
[illegible]	,, ,, 3rd Feb	14,994	11,936	86 75	9,448	79	21 463	124	10,[illegible]	[illegible]
[illegible]	,, ,, 10th ,,	16 [illegible]	13 157	1,19 1,5	12,888	48	25 567	159	10,[illegible]	[illegible]
[illegible]	,, ,, 17th ,,	16 555	14 046	87 111	9,778	44	23,868	147	10,188	[illegible]
[illegible]	,, ,, 24th ,,	16,690	13,017	79 168	12,238	62	25,337	158	10 [illegible]	[illegible]
[illegible]	,, ,, 3rd Mar	17 356	16,631	98 09	10,068	77	26,711	165	10 778	[illegible]
[illegible]	,, ,, 10th ,,	20 034	19 178	[illegible]	11,645	68	31 091	192	11 202	[illegible]
[illegible]	,, ,, 17th ,,	18 768	16,554	1,88 746	10,784	68	27,444	169	11,380	[illegible]
[illegible]	,, ,, 24th ,,	18,830	19 121	1,5 936	13,088	71	32 480	199	11,669	[illegible]
[illegible]	,, ,, 31st ,,	2[illegible] 278	22 773	1 71 173	14 224	90	39 261	242	11 096	[illegible]
[illegible]	,, ,, 7th April	21,880	26,403	71 154	10,[illegible]	97	36 588	225	11,108	[illegible]
	Totals up to date	238,748	2 21 278	14,87 845	1,59 722	1,916	3,82 016	170	148 274	3 9 3

SOUTH BEHAR RAILWAY

Approximate Return of Traffic for week ended 6th April 1901, on 78 76 miles open.

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train-miles run		
	No of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs A P	Mds s	Rs. A P	Rs A P	Rs A P			
Total traffic for the week	13 708	8,169 0 0	51,745 30	3,487 8 0	25 0 0	11,674 8 0	2,034	644	2,678
Or per mile of Railway		1 3 10 1		44 4 6	0 5 1	148 3 8			
For previous 12½ weeks of half year	163,303*	80,195 14 0*	7,02 511 20†	47,612 12 0†	521 0 0‡	1 28,329 10 0	24 890§	12,931§	37,820
Total for 13½ weeks ...	177,096	88 357 14 0	7 54,257 10	51 100 4 0	546 0 0	1 40 004 2 0	26,933	13,575	40,508
Comparison									
Total for corresponding week of previous year	13,083	6 991 7 3	66 250 30	4 517 13 6	33 13 3	11,543 1 5	1,509	1,089½	2,598½
Per mile of Railway corresponding week of previous year		88 12 4		57 5 9	0 6 11	146 9 0			
Total for corresponding 13½ weeks of previous year	166 204	83 032 10 3	7 69 904 30	57,040 1 3	335 10 6	1,40,028 6 0	21,285	10,301½	31,586½

* Added No of passengers 3,466 and Rs 3 163 } On account of difference between the approximate and audited figures for the week ended 9th February 1901
† Deducted Mds 8,120 and ,, 515 }
‡ Added 19 }
§ Audited figures up to 9th February 1901

1901. *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900*

Open mileage.	Period	Coaching Traffic		Merchandise and Mineral Traffic.		Other earnings.	Total.	Per mile of Railway	Train mileage.	
		No of passengers	Rs	Mds	Rs	Rs	Rs.	Rs	No.	Rate. Rs A P
78 76*	13 days of January	18 079	8 266	60 742	4,269	47	12,382	160	5,886	2 4 0
78·76*	Week ended 19th ,,	11 073	5 048	40 652	3 026	20	8,091	103	3,380	3 8 1
78 76*	,, ,, 26th ,,	12 0 7	6 095	46 174	2 862	41	8 998	114	3,750	3 12 6
78·76*	,, ,, 2nd Feb	14 8 2	7 201	46 810	2,789	23	10,103	128	3,319	3 3 1
78·76*	,, ,, 9th ,,	14,756	8 170	45,690	2,641	63	10,974	138	3,307	3 4 7
78·76	,, ,, 16th ,,	11 259	5 009	62 713	4,148	44	9 201	117	3 106	2 15 4
78 76	,, ,, 23rd ,,	12 408	5,827	68,043	4,636	48	10,511	133	2,679	3 14 9
78 76	,, ,, 2nd Mar	12,606	5 908	63 062	3,631	47	9,630	122	2,754	3 7 11
78·76	,, ,, 9th ,,	13 013	6 141	52,959	3,479	48	9,6 7.	123	2,754	3 8 1
78·76	,, ,, 16th ,,	13 213	6,170	59 876	4,705	47	10 9 2	138	3,022	4 1 3
78 76	,, ,, 23rd ,,	14 681	7,941	88,637	5 519	48	13,508	171	2,878	5 0 3
78·76	,, ,, 30th ,,	14 733	8,306	77,484	5 940	45	14,293	181	2,878	5 5 5
78·76	,, ,, 6th April	13 708	8,169	51 745	3,487	25	11,673	148	2,673	4 5 9
	Totals up to date	177,096	88 358	7 54,257	51,100	548	1,40,004	139	40,508	3 7 4

* Audited figures

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded. **1900**

Open mileage	Period	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total	Per mile of Railway	Train mileage	
		No of passengers	Rs	Mds	Rs	Rs.	Rs.	Rs.	No.	Rate. Rs. A. P.
78·76	13 days of January	17,819	9,090	94,796	6,991	54	16 144	205	4,164	[illegible]
78 76	Week ended 20th ,,	9 895	4,425	60 656	4,234	12	8,658	110	[illegible]	[illegible]
78·76	,, ,, 27th ,,	10,195	4,475	60,093	[illegible]	21	9 884	123	[illegible]	[illegible]
78·76	,, ,, 3rd Feb	10 625	5 159	56,604	4,193	22	9,313	118	[illegible]	[illegible]
78·76	,, ,, 10th ,,	12,247	5 909	64,[illegible]	[illegible]	23	9,586	121	[illegible]	[illegible]
[illegible]	,, ,, 17th ,,	13,197	6 441	54,127	4,086	22	10,444	134	[illegible]	[illegible]
78·76	,, ,, 24th ,,	[illegible]	6 297	45 481	[illegible]	24	10,275	130	[illegible]	[illegible]
78 76	,, ,, 3rd Mar	12,982	6 573	52,791	4,886	23	11,482	146	[illegible]	[illegible]
78 76	,, ,, 10th ,,	12,904	7,148	51 961	[illegible]	23	11,061	140	[illegible]	[illegible]
78·76	,, ,, 17th ,,	10,[illegible]	5,766	50,049	3,754	20	9,570	[illegible]	[illegible]	[illegible]
78 76	,, ,, 24th ,,	14,[illegible]	8,016	64,636	4,348	24	12,407	158	[illegible]	[illegible]
78·76	,, ,, 31st ,,	15,184	6,781	54,064	2,962	29	10,773	137	[illegible]	[illegible]
78·76	,, ,, 7th April	13,083	6,931	66,251	4,518	24	11,548	147	[illegible]	[illegible]
	Totals up to date	166,204	83,[illegible]	7,[illegible]	57,040	335	1,40,[illegible]	[illegible]	[illegible]	4 7 3

EASTERN BENGAL STATE RAILWAY.

(INCLUDING N. B., K.-D., DACCA, AND ASSAM-BEHAR SECTIONS)

Approximate Return of Traffic and Mileage for the week ended 13th April 1901, on 853 miles open

	Coaching Traffic		Merchandise and Mineral Traffic.		Other earnings (including ferry)	Total earnings.	Traffic Train miles run		
	No. of passengers	Coaching receipts.	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week	201,750	93,840 0 0	1 136,570 0	1,32,880 0 0	7 870 0 0	2,40 090 0 0	34,998	33,189	68,187
Or per mile of railway ...	237	117 0 0	1,332 0	155 0 0	*1 0 0	*273 0 0			...
For previous 14 weeks of half-year	3,348,720	16,54,910 0 0	1 47,34,000 0	21,83,200 0 0	2 32 800 0 0	40,70 500 0 0	404 947	540,066	1,035,013
Total for 15 weeks	3,750 470	17 54,750 0 0	1,58,70,570 0	23,15,670 0 0	2,40 370 0 0	43 10,590 0 0	539,946	573,255	1,103,200
Comparison									
Total for corresponding week of previous year	179,177	91,440 0 0	11,14,495 0	1 31 173 0 0	14,043 0 0	2,36,665 0 0	36 356	36,037	72,393
Per mile of railway corresponding week of previous year	213	108 0 0	1,328 0	156 0 0	2 0 0	266 0 0			...
Total to corresponding date of previous year ...	3,322,704	16 18,273 0 0	1,67,78,193 0	23,15,971 0 0	3 31 200 0 0	43,65,444 0 0	536,793	586,157	1,122,950

* Excluding steamer earnings

DACCA STATE RAILWAY

Approximate Return of Traffic and Mileage for the week ended 13th April 1901, on 86 miles open

	Coaching Traffic.		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run.		
	No of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	21 130	6 370 0 0	28,820 0	2,850 0 0	260 0 0	9,480 0 0	2,710	1,506	4,216
Or per mile of railway	257	74 0 0	335 0	33 0 0	3 0 0	110 0 0	..		
For previous 14 weeks of half year	393 710	1 18 890 0 0	5,57,630 0	54,340 0 0	2 460 0 0	1,75,690 0 0	30,906	27 038	68,944
Total for 15 weeks	415 840	1 25,260 0 0	5,86,4[illegible] 0	57,190 0 0	2 720 0 0	1,85,170 0 0	43,616	28,544	71,160
Comparison									
Total for corresponding week of previous year	19 686	5,898 0 0	17 189 0	1,395 0 0	236 0 0	7 529 0 0	2,623	1,005	3,628
Per mile of railway corresponding week of previous year	228	61 0 0	200 0	16 0 0	3 0 0	88 0 0			...
Total to corresponding date of previous year	576,917	1,13 873 0 0	4,18 754 0	36,768 0 0	8,924 0 0	1,59,585 0 0	43,585	17,527	61,112

COOCH BEHAR STATE RAILWAY

Approximate Return of Traffic and Mileage for the week ended 13th April 1901, on 33 78 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings (including ferry)	Total earnings.	Traffic Train-miles run.		
	No. of passengers.	Coaching receipts.	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs. A. P.	Mds. s.	Rs A P	Rs. A. P.	Rs A P			
Total traffic for the week	1,840	710 0 0	6,060 0	540 0 0	50 0 0	1,300 0 0	390	1,856	†2,226
Or per mile of railway	54	21 0 0	179 0	16 0 0	*	*37 0 0	...		...
For previous 14 weeks of half year	26,960	10,720 0 0	1,11,460 0	9,200 0 0	670 0 0	20,590 0 0	4,746	19 668	24,434
Total for 15 weeks	28,800	11,430 0 0	1,17,520 0	9,740 0 0	720 0 0	21,890 0 0	5,136	21,524	26,660
Comparison									
Total for corresponding week of previous year	1,934	538 0 0	11,896 0	1,012 0 0	133 0 0	1,778 0 0	495	882	1,371
Per mile of railway corresponding week of previous year	56	19 0 0	350 0	30 0 0	1 0 0	50 0 0	.	..	...
Total to corresponding date of previous year .. .. —	28,202	12,313 0 0	1,24,951 0	11,670 0 0	2,911 0 0	26,894 0 0	2,340	15,063	17,316

* Excluding coaching ferry.
† Includes ballast train miles 1,456.

MYMENSINGH-JAGANNATHGANJ RAILWAY

Approximate Return of Traffic and Mileage for the week ended 13th April 1901, on 53 87 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings.	Total earnings	Traffic Train-miles run		
	No. of passengers	Coaching receipts	Weight carried.	Receipts			Coaching	Merchandise.	Total.
		Rs A P	Mds s	Rs A P	Rs. A P	Rs A P			
Total traffic for the week	7 760	2 260 0 0	6,820 0	300 0 0	20 0 0	2 670 0 0	1,220	264	1,484
Or per mile of railway	145	41 0 0	128 0	7 0 0		50 0 0			..
For previous 14 weeks of half year	145,300	36 460 0 0	1,69 060 0	8,410 0 0	190 0 0	45,090 0 0	15,886	7,669	23,555
Total for 15 weeks	153 120	38 720 0 0	1,75,880 0	8,680 0 0	210 0 0	47,700 0 0	17,106	7,933	25,039
Comparison									
Total for corresponding week of previous year	7,899	2,060 0 0	9,626 0	455 0 0	9 0 0	2,524 0 0	1 238	899	2,137
Per mile of railway corresponding week of previous year	148	39 0 0	180 0	8 0 0		47 0 0		..	...
Total to corresponding date of previous year	137 421	33 977 0 0	2 66,832 0	14,717 0 0	203 0 0	48 897 0 0	15 878	10 764	26,642

BRAHMAPUTRA SULTANPUR RAILWAY

Approximate Return of Traffic and Mileage for the week ended 13th April 1901, on 59 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run		
	No of passengers	Coaching receipts	Weight carried	Receipts.			Coaching	Merchandise	Total.
		Rs A P	Mds s	Rs. A P	Rs A P	Rs A P			
Total traffic for the week	5 630	1,680 0 0	9 010 0	1 050 0 0	40 0 0	2 770 0 0	890	790	1,680
Or per mile of railway	95	28 0 0	153 0	18 0 0	1 0 0	47 0 0			..
For previous 14 weeks of half year ..	89 040	26 250 0 0	1 98 990 0	18,550 0 0	510 0 0	45,310 0 0	12,778	11,447	24 225
Total for 15 weeks	94 670	27 930 0 0	2,08 000 0	19 600 0 0	550 0 0	48 080 0 0	13,668	12,237	25 905
Comparison									
Total for corresponding week of previous year	3 276	920 0 0	18 233 0	527 0 0	10 0 0	1 457 0 0	696	794	1,490
Per mile of railway corresponding week of previous year	70	20 0 0	388 0	11 0 0		31 0 0			
Total to corresponding date of previous year	30 150	11 542 0 0	4 05 738 0	13 682 0 0	114 0 0	25 338 0 0	4,356	15 036	19 392

BENGAL CENTRAL RAILWAY COMPANY, LIMITED

Approximate Return of Traffic and Mileage for the week ended 6th April 1901, on 139 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run.		
	No of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	38 417	13 293 0 0	57,697 0	4,219 0 0	262 0 0	17,774 0 0	3,971	2,456	6,427
Or per mile of railway	298	†103 0 0	415 0	30 0 0	2 0 0	134 0 0	...	...
For previous 13 weeks of half year* ...	454,199	1 91 552 0 0	7 94,979 0	59 548 0 0	66 967 0 0	3,18,067 0 0	55,308	31,260	86,568
Total for 14 weeks	492,616	2,04 845 0 0	8,52,676 0	63 767 0 0	67,229 0 0	3,35,841 0 0	59 279	33,716	92,995
Comparison									
Total for corresponding week of previous year ...	44,247	12,761 0 0	89,630 0	7,048 0 0	78 0 0	19,891 0 0	4,743	3,063	7,806
Per mile of railway corresponding week of previous year	301	98 0 0	645 0	51 0 0	1 0 0	150 0 0	.. ..	......	
Total to corresponding date of previous year	484 625	1,89,085 0 0	13,38,235 0	29 224 0 0	30,272 0 0	3,17,481 0 0	65,053	41,[illegible]	1,06,[illegible]

* Audited up to week ending 16th February 1901
† Coaching traffic calculated on 130 miles only

BENGAL CENTRAL RAILWAY COMPANY, "LIMITED"

Approximate Return of Traffic and Mileage for the Week ended 13th April 1901, on 139 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds S	Rs A P	Rs A P	Rs A P			
Total traffic for the week	31 238	11 302 0 0	52 037 0	3 619 0 0	109 0 0	15 130 0 0	3,971	1 859	5,830
Or per mile of railway	240	88 0 0†	374 0	26 0 0	1 0 0	110 0 0			
For previous 14 weeks of half year*	404 210	2,05,546 0 0	8 58 303 0	61 8 1 0 0	69 884 0 0	3 39 291 0 0	58 870	34 143	93 013
Total for 15 weeks	5 [illegible] 443	2 16 938 0 0	9 10 340 0	67 470 0 0	69 993 0 0	3 [illegible]4 401 0 0	62 841	36,002	98 843
Comparison									
Total for corresponding week of previous year	27 065	10 19[illegible] 0 0	70 787 0	5 [illegible] 0 0	85 0 0	16 9[illegible] 0 0	4 731	3 197	7 928
Per mile of railway corresponding week of previous year	208	78 0 0	509 0	41 0 0	1 0 0	120 0 0			
Total to corresponding date of previous year	511 010	1 99 250 0 0	14,14 012 0	1 04,898 0 0	29 356 0 0	3 33 514 0 0	69 784	45,064	1,14 848

* Audited up to week ending 23rd February 1901
† Coaching traffic calculated on 1[illegible]0 miles only

BENGAL AND NORTH WESTERN RAILWAY

Approximate Return of Traffic for the week ending 13th April 1901, on 1,251 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated) including steam boat	Total earnings	Traffic Train miles run		
	No. of passengers	Receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs	Mds	Rs	Rs	Rs			
Total traffic for the week on 1 251 miles open	169 170	(a)63 980	7 57 970	(b)1 17,090	17 470	1 98 420	30 075	(c)3[illegible] 957	60 032
Or per mile of railway	13[illegible] 63	51 00	605 80	[illegible]	13 96	158 61			
For previous 13½ weeks of half year (d)	[illegible] 321 [illegible]93	9 [illegible] 327	[illegible]	1 [illegible]	2 44 339	2[illegible] 77,543	424 433	430 7[illegible]2	8[illegible]5,185
Total for 14½ weeks	2 491 263	10 20 187	1 0[illegible] 14 83[illegible]	11 [illegible]	2 61 808	27 75 963	454 508	466 709	921 217
Comparison									
Total for corresponding week of previous year on 1,250 miles open	179 868	71 653	8 16 183	1 05 8[illegible]	23 821	2 04 358	28 087	(e)32 247	60 334
Per mile of corresponding week of previous year	1[illegible] 3[illegible]	61 88	6[illegible]0 02	91 [illegible]	19 98	172 26			
Total to corresponding date of previous year	2 0[illegible]3 893	8 50 4[illegible]	1 10 8[illegible] 3[illegible]	11 [illegible] 109	2 63 922	[illegible]94 980	406 062	4 89 003	805 065

(a) Decrease due to Ram Naumi Mela earnings included in the corresponding week of previous year
(b) Decrease in weight with increased freight is due to longer leads
(c) Includes 3 626 miles of ballast trains run on open line
(d) " audited figures up to week ending 2nd March 1901
(e) " 3 04 miles of ballast trains run on open line

SEGOWLIE-RAKSAUL BRANCH RAILWAY

(Worked by the B. & N. W. Railway.)

Approximate Return of Traffic for week ending 13th April 1901, on 18 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	Passengers carried	Receipts	Weight carried	Receipts			Coaching	Merchandise	Total
	No	Rs	Mds	Rs	Rs	Rs			
Total traffic for the week on 18 miles open	1 119	170	7 872	4[illegible]5	14	6[illegible]	427	77	504
Or per mile of railway	62 17	9 44	437 33	[illegible]31	0 [illegible]8	36 61			
For previous 13½ weeks of half year (a)	24,950	4,313	1 65,9[illegible]4	5 3[illegible]	[illegible]51	10,099	4,844	1 600	6 444
Total for 14½ weeks	26 069	4 483	1,73 866	5 810	465	10,758	5 271	1 677	6,948
Comparison									
Total for corresponding week of previous year on 18 miles open	1 140	204	10,684	197	12	413	191	61	252
Per mile of corresponding week of previous year	63 33	11 32	593 56	10 93	0 71	22·96			
Total to corresponding date of previous year	19,980	3,677	1,43,451	4,325	283	8,284	2,404	1,370	3,824

(a) Includes audited figures up to week ending 2nd March 1901.

SEGOWLIE-RAKSAUL BRANCH RAILWAY

(WORKED BY THE B & N.-W. RAILWAY)

Audited Return of Traffic for week ending 2nd March 1901 on 18 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train-miles run		
	Passengers carried	Receipts	Weight carried	Receipts			Coaching	Merchandise	Total
	No	Rs. A P	Mds.	Rs. A P	Rs A P	Rs A P			
Total traffic for the week on 18 miles open	1 896	302 2 4	14,538	325 0 0	4 0 0	631 2 4	370	134	504
Or per mile of railway	105 33	16 12 7	807 67	18 0 10	0 3 7	35 1 0		...	......
For previous 7½ weeks of half year	16 739	2 066 13 4	95 089	2 594 3 6	327 8 0	5 933 3 10	2 558	862	3,420
Total for 8½ weeks	18 635	2 369 15 8	1,09,627	2 919 3 6	3 6 3 0	6 564 6 2	2 928	996	3 924
Comparison									
Total for corresponding week of previous year on 18 miles open	1 954	327 10 1	10,983	395 9 0	10 0 0	733 3 1	160	92	252
Per mile of corresponding week of previous year	108 56	18 3 3	610 41	21 15 7	0 8 11	40 11 9		..	... ..
Total to corresponding date of previous year	12 363	2 231 1 8	76,981	2 328 11 0	60 9 0	4 620 5 8	1,410	922	2,332

ASSAM BENGAL RAILWAY

Approximate Return of Traffic for the week ended 6th April 1901 on 535 miles open for all descriptions of traffic, and an additional 43 miles for goods and parcels traffic only*

	Coaching Traffic.		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	No. of passengers	Coaching receipts	Weight carried.	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds s	Rs. A P	Rs A P	Rs A P			
Total traffic for the week	30 813	20 988 0 0	1 42 834 0	17 795 0 0	3 075 0 0	41 458 0 0	4,670	7,083	11 753
Or per mile of railway	57 59	39 23	247 12	30 79	4 63	74 05	8 73	12·25	20 98
For previous 13 weeks of half year	522 188	3 49 638 0 0	13 27,036 0	1 73 219 0 0	33,657 0 0	5 56 514 0 0	59 139	80,742	139 881
Total for 14 weeks	553 001	3,70 626 0 0	14,69 870 0	1 91 014 0 0	36 332 0 0	5 97 972 0 0	63 809	87 825	151 634
Comparison									
Total for corresponding week of previous year	34,979	19 533 0 0	84 036 0	9,023 0 0	2 113 0 0	30 669 0 0	4,461	4,442	8,903
Per mile of railway corresponding week of previous year	88 33	49 33	192 30	20 65	4 83	74 81	11 27	10·16	21 43
Total to corresponding date of previous year	452 251	2 86 760 0 0	† 16 10 115 0	†1 69 166 0 0	† 32,192 0 0	4 81 118 0 0	59 290	† 66,122	† 125 412

* On and from 1st April 1901 the miles from Lanka to Nazira in the Gauhati Section opened for all descriptions of traffic

† Weight and train miles of ballast train for Gauhati Section have been omitted from 1st January 1900 and the receipts have been included under "Other Earnings"

FINANCIAL YEAR

Approximate Statement of Gross Receipts of the Assam-Bengal Railway

Receipts for week ending 6th April 1901			Receipts for week ending 7th April 1900			Total receipts from 1st April 1900 to week ended 31st March 1901			Total receipts from 1st April 1899 to week ended 31st March 1900			Total increase in 1901	Total decrease in 1901
Mean mileage worked	Receipts	Per mile worked	Mean mileage worked	Receipts	Per mile worked	Mean mileage worked	Total receipts	Per mile worked per week	Mean mileage worked	Total receipts	Per mile worked per week		
	Rs	Rs		Rs.	Rs		Rs			Rs		Rs.	Rs.
578	41 458	74 65	43	30 660	74 81	578	18 18,240		437	16,23,329		1,94,911	...

DARJEELING-HIMALAYAN RAILWAY COMPANY, LIMITED

	Rs	A	P
Approximate earnings for the week ending 13th April 1901	15,148	0	0
Audited earnings for the corresponding period of 1900	23,171	0	0
Decrease	8,023	0	0
Receipts per mile for the week ending 13th April 1901	296	14	9
Ditto for the corresponding period of 1900	454	5	4
Decrease	157	6	7
Receipts from 1st January to 13th April 1901	1,78,219	0	0
Ditto for the corresponding period of 1900	2,19,683	0	0
Decrease	41,464	0	0

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WEATHER AND CROP REPORT.

For the week ending the 29th April 1901

Burdwan.—Rainfall at Sadar 2 10, Kalna 3 05, Katwa 3 07, Raniganj 1 15 Weather cloudy Ploughing and manuring of fields continue Fodder and water sufficient. Price of common rice stationary

Birbhum.—Rainfall at Sadar 1 78, Rampur Hât 1 52 Weather hot and occasionally cloudy. *Til* thriving Fields being prepared for sugarcane plantation. Price of rice at Sadar 12½ seers and at Rampur Hat 12½ seers per rupee Fodder sufficient

Bankura.—Rainfall at Bankura 0 22, Vishnupur 0 73. Weather hot and occasionally cloudy Ploughing in progress. Planting of sugarcane going on Fodder dear Water sufficient Sporadic cases of cow-pox reported Price of common rice at Bankura and Vishnupur 12½ seers per rupee

Midnapore.—Rainfall at Sadar 2 53, Contai 1 15, Tamluk 1 72, Ghatal 0 85 Ploughing commenced *Boro* being reaped Sugarcane planted. Common rice sells as follows.—

	Srs.	
Sadar	12	per rupee.
Contai	13	
Tamluk	11	
Ghatal	11	

Hooghly.—Rainfall at Sadar 1·60, Serampore 2 99, Arambagh 1 66 Ploughing of fields continue Fodder and water sufficient. Common rice sells at 11 seers per rupee

Howrah.—Rainfall at Sadar 1·95, Ulubaria 0·96 Weather seasonable. Harvesting of *boro* continues. The last rains were favourable to the vegetables and fodder. Fodder and water sufficient. Common rice sells at 9½ seers per rupee.

24-Parganas.—Rainfall at Sadar 09, Barasat 4·18, Basirhat 3 48, Diamond Harbour 3 21. Weather seasonable *Aus* paddy and jute seeds germinating The recent rain has done much good to the standing crops and early paddy Cattle disease reported from Basirhat subdivision Fodder and water sufficient Common rice sells as follows :—

	Srs.	
Sadar	10	per rupee
Barasat	9½	
Basirhat	9	
Diamond Harbour	10	

Nadia.—Rainfall at Sadar 2 97, Ranaghat 4 93, Chuadanga 1 90, Kushtea 4 25, Meherpore 4 58 Weather seasonable and steamy The rain has done much good to sowing and cultivation Sowing of *aus* has begun Fodder and water sufficient Price of common rice stationary

Murshidabad.—Rainfall at Sadar, 1 41, Lalbagh 1 10, Kandi 2 29 Jangipur return not received Weather seasonable Lands being ploughed for *aus* The recent rain has done good to ploughing More rain wanted In Kandi prospects of *til* good Cattle-disease reported from Hurshi outpost in Jallangi thana of Sadar subdivision. Fodder and water sufficient Common rice sells as follows —

	Srs.	
Sadar	12	per rupee
Jangipur	Return not received	
Kandi	12¾	
Lalbagh	11	

Jessore.—Rainfall at Sadar 0 85, Jhenida 1 25, Magura 0 72, Narail 2 26, Bangaon 2·02 Weather seasonable Ploughing of lands for the ensuing crops continues Sowing of *aus* commenced Cattle-disease reported from Magura thana Fodder and water sufficient Common rice sells as follows —

	Srs	
Sadar	11	per rupee
Jhenida	11	
Magura	10¾	
Narail	10	
Bangaon	11 13/16	

Khulna.—Rainfall at Sadar 2 19, Bagerhat 1 47, Satkhira 3 16. Weather seasonable Sowing of *aus* and harvesting of *boro* continue Prospects fair Fodder and water sufficient Common rice sells as follows —

	Srs	
Sadar	12	per rupee
Bagerhat	13	
Satkhira	10½	

Rajshahi.—Rainfall at Sadar 1 14, Nator 2 53 Rain wanted at Naogaon Prospects of crops fair Ploughing of land going on Fodder and water available Common rice sells at 11½ seers a rupee

Dinajpur. Average rainfall 32 Weather hot Cattle-disease reported from interior Fodder and water plentiful Rain badly wanted Cultivation of *bhadoi* and jute commenced. Common rice 13 seers a rupee

Darjeeling—Rainfall at Darjeeling 0 33, Kurseong 0 14, Siliguri 0 50, Kalimpong 0 17. Weather seasonable *Hills*—*Bhutta* potatoes thriving *Terai*—sowing of jute, *bhadoi* paddy proceeding Sugarcane being planted Common rice sells as follows:—

	Srs	
Hills	9	per rupee.
Terai	12	

Bhutta sells at Darjeeling 18 seers and at Kalimpong 20 seers per rupee

Jalpaiguri.—Rainfall at Sadar 38, Alipur Duars ·81 Weather seasonable. Sowing of *bhadoi* paddy and jute commenced in places Common rice sells at 11 seers per rupee. Fodder and water sufficient

Rangpur.—Rainfall at Sadar 69, Nilphamari 1·01, Kurigram 1 80, Gaibanda 18 Rain beneficial to the standing crop Fodder and water sufficient. Common rice sells as follows —

	Srs.	
Sadar	11	per rupee.
Gaibanda	11	
Kurigram	10	
Nilphamari	12	

Bogra.—Average rainfall 0·65 Sowing of *aus* and jute continues More rain wanted Fodder and water sufficient Prices unchanged

Pabna.—Rainfall at Sadar 1·25, Sirajganj 3·23 Weather hot and cloudy Prospects of crops good. Sowing in full progress Prices stationary

Dacca.—Rainfall at Sadar 2·39, Manikganj 2·80, Munshiganj 3·02, Naraingani 1·70 Weather seasonable Prospects of crops fair Fodder available Cattle-disease reported from Manikganj. Common rice 9½ seers per rupee.

Mymensingh.—Rainfall at Sadar 0·75, Kishoreganj 3·01, Jamalpur 1·05, Netrokona 0·68. Harvesting of *boro* commenced Recent rain has helped sowing *aus* and jute. Common rice sells as follows:—

	Srs	
Sadar	9	per rupee.
Jamalpur	8⅞	
Kishoreganj	9 5/16	
Tangail	Report not received	
Netrakona	8 15/16	

Faridpur.—Rainfall at Sadar 3·43, Goalundo 3·25, Madaripur 2·95 Weather stormy Cultivation in progress Prospects of crop fair. Common rice sells at 10½ seers a rupee.

Backergunge.—Rainfall at Sadar 1·91 Weather hot Prospects of crops good. Fodder and water sufficient No cattle-disease reported Common rice (*aman*) sells at 10 seers per rupee

Tippera.—Rainfall at Sadar 2·10, Brahmanbaria 5·39, Chandpur 5·32 Weather seasonable *Boro* being harvested and jute and *aman* paddy being sown Prospects fair Fodder and drinking water available Common rice sells at 10½ seers per rupee

Noakhali.—Rainfall at Sadar 2·10, Feni 6·61 Prospect of standing crops fair Sowing of *aus* continues Cattle-disease reported from two thanas Fodder and water available Price of common rice stationary

Chittagong.—Rainfall at Sadar [illegible] More rain wanted Fields are under cultivation for *aus dhan* Water and fodder available Rice sells at 12½ seers per rupee

Patna.—Rainfall nil Threshing of *rabi* going on Standing crops doing well Sugarcane coming up well Field being prepared for *bhadoi* Fodder and water for cattle sufficient No cattle-disease Gathering of *mahua* continues Common rice sells at 14 seers per rupee in Patna

Gaya.—Rainfall nil Sugarcane doing well Common rice selling at 11 seers per rupee

Shahabad.—No rain Weather hot and cloudy Threshing of *rabi* nearly completed Fodder and water sufficient Rice 11 seers a rupee at Sadar

Saran.—Rainfall nil Weather—days hot and nights comparatively cool Threshing of *rabi* completed. Standing crops doing well. Fodder and water sufficient Common rice 12½ and maize 21 seers per rupee

Champaran.—Rainfall nil Weather hot *Rabi* harvesting continues Lands being prepared for *bhadoi* and *aghani* Fodder and water sufficient Prices of common rice and maize at Sadar are 11 and 22 seers per rupee respectively

Muzaffarpur.—Rainfall nil Prospects good Crops on the ground such as paddy, *mung*, &c., doing well Lands being prepared for the *bhadoi* and winter rice crops. Prices are—common rice 11 seers, wheat 11 seers, barley 20 seers, maize 18 seers, gram 15 seers, and *arhar* 18 seers a rupee

Darbhanga.—Rainfall nil Fields are being prepared for *bhadoi* Fodder and water sufficient. Cattle-disease reported from Jale out post Common rice sells as follows:—

	Srs	ch	
Sadar	14	4	per rupee
Samastipur	13	8	
Madhubani	14	4	

Monghyr.—No rain *Rabi* harvesting nearly finished Threshing continues. Fields being prepared for *bhadoi* crops. Watering of sugarcane going on Common rice sells as follows:—

	Srs	
Sadar	12½	per rupee
Begusarai	12	
Jamui	12	

Bhagalpur.—Rainfall nil during the greater part of the week The weather was hot with westerly winds Since the last two days it is somewhat cool with easterly winds Lands are being ploughed for *bhadoi* and early paddy-sowings At places paddy has germinated well Stray cases of cattle-disease reported from Supaul subdivision. Fodder and water sufficient. Prices at Sadar stationary, in subdivisions rising.

Purnea.—Rainfall at Sadar nil, Kishanganj 1·00, Araria 0 27. Weather hot. Recent rain at two subdivisions has done some good for *bhadoi* and jute sowings. More rain urgently wanted. No cattle-disease. Fodder and water sufficient Common rice sells as follows —

	Srs	
Sadar	12	per rupee.
Kishanganj	12	
Araria	14	

Malda —Rainfall at Sadar 92, other reports not received. Weather cloudy. The recent rain was beneficial to the standing crops More rain is wanted No cattle-disease Price of rice 12 seers per rupee Fodder and water sufficient

Sonthal Parganas. Rainfall ·85 Weather hot. Harvesting of *rabi* continues at Godda only Cattle-disease reported from Pakour Water and fodder sufficient Rice sells at 13 seers 6 chitaks and maize 1 seers 10 chitaks per rupee.

Cuttack.—Rainfall at Sadar ·60, Jajpur 05, Kendrapara 13, Banki 2 56. Weather hot and cloudy *Dalua*, tobacco and *rabi* being harvested. *Achhua*, cotton and sugarcane growing Condition of cattle generally good Fodder and water available Common rice sells as follows —

	Srs	Ch.	
Sadar	14	7	per rupee.
Jajpur	15	12	
Kendrapara	15	12	
Banki	14	14	

Balasore.—Rainfall at Sadar 2 00 Ploughing continues. Sugarcane doing well. Cotton flowering. *Dalua* crop ripening Rice sells at 15¼, 13½ and 17 seers per rupee in interior, Balasore, and Bhadrak, respectively Fodder and water sufficient.

Angul.—Rainfall at Sadar 0 10, Chhendipara 0 26, Likerpara 0 61, Bissipara 2 59. Weather hot and cloudy Price of rice stationary. Fodder and water sufficient

Puri.—Rainfall at Sadar nil, Khurda 1 09 Weather somewhat cloudy Ploughing continues. *Mung* and *dalua* paddy are being harvested Sugarcane plants growing well. Cotton and other miscellaneous crops doing well. Fodder and water sufficient. Common rice sells as follows —

	Srs	ch	
Sadar	14	7	per rupee.
Khurda	15	12	
Interior of the district	14	7	

Hazaribagh.—Rainfall nil Weather seasonable Fodder and water sufficient. Common rice sells at Sadar at 12 seers and at Giridih 12½ seers per rupee

Ranchi.—Rainfall nil Weather seasonable Lands are being prepared for the *bhadoi* and the winter rice crops Average price of common rice is 15 seers per rupee Cattle-disease reported from several places Fodder and water sufficient.

Palamau —Rainfall at Sadar 0 20 Weather seasonable. Fodder and water sufficient. Prices are—Rice 10 seers 11 chitaks, *makai* 14 seers 1 chitak a rupee at Sadar

Manbhum.—Rainfall at Sadar 0 43, Gobindpur 35 Weather seasonable Prospects of crops on ground good Fodder and water sufficient. Cattle disease reported from Gobindpur Average price of common rice at Sadar 13 seers and at Gobindpur 11 seers per rupee. Supply sufficient.

Singhbhum.—Rainfall 0·25 Average price of rice is 15 seers 5 chitaks in the district; at Chaibassa 15 seers

General Summary —There was general rain during the week all over the Province excepting the Patna Division and the districts of Monghyr, Hazaribagh and Ranchi. The rains have done much good to sowing and cultivation Ploughing of lands for *aus* and for *aman* and jute is still in progress. Fodder and water generally sufficient Cattle-disease continues to be reported from a few districts. The price of common rice has risen in 21 districts, fallen in 5, and is stationary in the rest.

By order of the Lieutenant-Governor of Bengal,

F. A. SLACKE,

Secretary to the Govt. of Bengal.

REVENUE DEPARTMENT,

The 30th April 1901.

Results of the Meteorological Observations taken at the Alipore Observatory from 21st to 27th April 1901

Month.	Date.	Maximum in sun.	Number of hours of bright sunshine.	Mean pressure barometer at 32° Fahr	Temperature: Mean.	Temperature: Maximum	Temperature: Range	Temperature: Minimum.	Hygrometry: Mean wet bulb.	Hygrometry: Vapour tension.	Hygrometry: Dew point	Hygrometry: Humidity	Wind: Prevailing direction	Wind: Miles recorded.	Rain.	Weather
		°	°	Inches	°	°	°	°	°	Inch		%			Inches	
April	21st	140·6	6·1	29·715	81·4	88·1	19·2	69·2	77·2	0·882	75·4	83	SSE, S and variable	253	1·33	Partially cloudy, o, p, t, <, ↗.
,,	22nd	145·8	6·7	·686	84·7	90·4	10·0	80·4	79·5	·940	77·8	79	SSW	217	Nil	Partially cloudy, o
,,	23rd	150·7	8·7	·684	86·5	95·0	16·6	78·1	80·7	·971	78·3	78	SSW and SW	102	,,	Chiefly clear
,,	24th	153·6	9·8	·703	85·8	96·7	22·0	74·7	79·2	·912	76·4	75	S, WSW and SSW	71	,,	Chiefly clear
,,	25th	148·6	8·9	·710	85·2	95·2	20·6	74·6	78·8	·907	76·3	[illegible]	SW, S and variable	157	,,	Chiefly clear
,,	26th	150·8	10·0	·805	86·1	95·9	21·4	74·5	74·5	·699	68·6	57	SE by S, SSW and variable	73	0·09	Chiefly clear, o, p, t, <, ↗.
,,	27th	155·8	10·1	·811	90·2	102·4	24·0	78·4	72·7	·569	62·6	40	SW, WSW and SSW	124	Nil	Clear

	Inches
The mean pressure of the seven days . . .	29·735
The average pressure of the corresponding period for 24 years, Surveyor-General's Office	29·734
	Hours
The total number of hours of bright sunshine	60·6
The maximum possible number of hours of sunshine	89·6
The mean temperature of the seven days . .	85·7
The average temperature of the corresponding period for 24 years, Surveyor-General's Office . ..	84·1
The extreme variation of temperature . ..	33·2
The maximum temperature . . .	102·4
	Miles
The highest velocity of the wind in one hour	20
	%
The mean relative humidity	70
The average relative humidity of the corresponding period for 24 years, Surveyor-General's Office	72
	Inches
The total fall of rain from 21st to 27th April 1901	1·42
The average fall of the corresponding period for 24 years, Surveyor-General's Office	0·86
The total fall from 1st January to 27th April 1901	4·80
The average fall of the corresponding period for 24 years, Surveyor-General's Office . .	4·55

The mean pressure, temperature, &c, are deduced from the traces of the Barograph and Thermograph, and from eye observations.

The maximum and minimum temperatures are obtained from self-registering thermometers All the thermometers are verified and the readings have been corrected to a standard constructed and verified at the Kew Observatory. They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground.

The barometer readings are corrected approximately to those of the standard, Newman's No. 86, formerly at the Surveyor-General's Office

The hygrometric elements are obtained from Tables III, IV, and V of the official tables computed in the Meteorological Office, and based on Regnault's modifications of August's formula.

The directions and the movement of the wind are taken from the trace of a Beckley's anemograph

The mouth of the rain-gauge is one foot above the ground

o, overcast; p, passing temporary showers; t, thunder, <, lightning; ↗, strong wind.

METEOROLOGICAL OFFICE, GOVT. OF INDIA,
Alipore (Calcutta), the 29th April 1901.

G. W. KÜCHLER,
For Meteorological Reporter to the Govt. of India and Director-General of Indian Observatories.

BENGAL-NAGPUR RAILWAY.

Abstract of principal commodities carried during the month of November 1900 as compared with the corresponding period of previous year.

Articles	1900 Up	1900 Down	1899 Up	1899 Down	Total, 1900.	Total, 1899.	Increase	Decrease.
	Tons.	Tons	Tons.	Tons	Tons	Tons.	Tons.	Tons
I.—Apparel, including drapery haberdashery milliners uniforms accoutrements, boots and shoes	23	7			30	...	30	...
II.—Coal and coke carried for the public and foreign railways	7,827	49,005	10 835	40 136	56,832	50,971	5,861	...
III.—Cotton—								
1 Raw	1	105	464	114	106	578	...	382
2 Manufactured—								
(a) Twist and yarn European	9	45	6	73	54	79	...	25
(b) Ditto Indian	147	634	119	181	781	560	201	...
(c) Piece goods European	219	125	211	76	344	287	57	...
(d) Ditto, Indian	41	469	81	228	510	363	147	...
(e) Others	4	7			11		11	...
IV.—Chemicals excepting saltpetre	3	6			9		9	
V.—Drugs—								
1 Intoxicating, other than opium		1	1	1	1	2		1
2 Non intoxicating—								
(a) Medicinal preparations	2	1			3		3	
(b) Others	25	11	11	6	36	17	19	...
VI.—Dyes and Tans—								
1 Al (morinda citrifolia)				... 3				
2 Alizarine and aniline dyes	...		1	3		4		4
3 Cutch	2	5	1	7	7	13		6
4 Indigo	3	1	1		4	1	3	
5 Myrabolams	118	309	1 769	3	427	1 072		645
6 Tanning barks	...							
7 Turmeric	67	33	17	28	100	45	55	
8 Others	12	75	7	8	87	15	72	...
VII.—Fodder—								
1 Oilcake	4	3			7		7	
2 Hay straw and grass	3	253			256		256	
VIII.—Fruits and vegetables, fresh	14	80	...		94		94	...
IX.—Grain and Pulse—								
1 Gram and pulse	1 176	537	3 347	190	1 713	3,587		1,874
2 Jowar and bajra	7	8	23	1	15	24		9
3 Rice in the husk	98	46	130	172	244	302		58
4 not in the husk	4 618	3 789	21 157	544	8 407	22,011		13,614
5 Wheat	1,642	501	1 1 5	22	2 143	1,217	916	
6 flour	58	37			95		95	
7 Others	223	8	225	39	231	244		13
X.—Hides and skins—								
1 Hides of cattle—								
(a) Dressed or tanned								
(b) Raw	46	788	111	720	834	831	3	
2 Skins of sheep and other animals—								
(a) Dressed or tanned								
(b) Raw	1	1	15	17	2	27	...	25
XI.—Horns	2	6	43	21	8	64	...	56
XII.—Hemp (Indian) and other fibres, excluding jute	9	511			520	5	515	...
XIII.—Jute—								
1 Raw		6	2	3	6	5	1	
2 Gunny bags and cloth	224	288	195	176	512	371	141	...
XIV.—Lac	128	591	54	992	719	1,046	...	327
XV.—Leather—								
1 Unwrought	1	1	8	2	2	10		8
2 Wrought excepting boots and shoes	1	1			2		2	...
XVI.—Liquors—								
1 Ale and beer	9	43	9	42	52	51	1	...
2 Spirits of all kinds, including country spirit	4	3	3	3	7	6	1	...
3 Wines	10	1	13	1	11	14		3
4 All other sorts, including toddy and fermented liquor, other than ale and beer								
XVII.—Metals—								
1 Brass unwrought		1			1		1	
2 wrought	15	40	9	31	55	30	25	
3 Copper, unwrought								
4 wrought	1	1	9	2	2	11	...	9
5 Iron and steel—								
(a) Cast	1	3		20	4	29		25
(b) Unwrought		5		306	5	306		301
(c) Wrought	96	940	93	44	1 036	137	899	...
(d) Manufactures	13	30	218	114	43	332	...	289
6 Others	14	7 267	16	37	7,281	53	7,228	...
XVIII.—Oils—								
1 Kerosine	131	180	493	122	311	615	...	304
2 Castor	7	6	5	4	13	9	4	...
3 Cocoanut	16	6	11	2	22	13	9	...
4 Mustard and rape		1	39	1	1	40	...	39
5 Others	56	8	31	5	64	36	28	...

Articles	1900 Up	1900 Down	1899 Up	1899 Down	Total, 1900.	Total, 1899	Increase	Decrease.
	Tons	Tons	Tons.	Tons	Tons	Tons.	Tons	Tons
XIX.—Oilseeds—								
1. Castor	2	5	11	8	7	19		12
2. Earthnuts				1		1		1
3. Linseed	9	107	353	1	176	354		178
4. Poppy	4	1	3	1	5	4	1	
5. Rape and mustard	10	2	17	26	12	43		31
6. Til or jinjili	146	670	3 376	108	816	3,634		2,818
7. Others	16	148	42	65	164	107	57	
XX.—Opium	7		4		7	4	3	
XXI.—Paper and pasteboard	29	8	17	2	37	19	18	
XXII.—Provisions—								
1. Dried fruits and nuts	30	280	35	74	310	109	201	
2. Ghee	59	88	24	111	147	135	12	
3. Others	325	36	145	169	361	314	47	
XXIII.—Railway plant and rolling stock carried for the public and foreign railways—		30			30		30	
1. Locomotive engines and tenders and parts thereof			34			34		34
2. Carriages and trucks and parts thereof				20		20		20
3. Materials—								
(a) Steel rails and fish plates			14			14		14
(b) Sleepers and keys of steel and cast iron								
(c) Others	110	980	313	3 010	1,090	3 323		2,233
XXIV.—Salt	1,418	4 501	1,464	2 939	5,921	4 403	1,518	
XXV.—Saltpetre and other saline substances—								
1. Saltpetre	27	2	4	53	29	57		28
2. Other saline substances	19	3	8	5	22	13	9	
XXVI.—Silk—								
1. Raw—								
(a) Foreign								
(b) Indian	49	19	10	45	68	55	13	
2. Piece goods								
(a) Foreign								
(b) Indian		1			1		1	
XXVII.—Spices—								
1. Betel nuts	63	47	60	12	110	72	38	
2. Cardamoms			1			1		1
3. Chillies	16	102	19	11	118	30	88	
4. Ginger	3	1	2	3	3	5		2
5. Pepper	5	2	7	1	7	8		1
6. Others	97	33	109	4	130	133		3
XXVIII.—Stone and lime	167	1 308	40	1 155	1,475	1 195	280	
XXIX.—Sugar—								
1. Refined or crystallised including sugarcandy	284	298	124	198	582	322	260	
2. Unrefined—								
(a) Sugar								
(b) Gur, rab, jaggery, molasses, and other saccharine produce	678	79	318	29	757	347	410	
XXX.—Tea—								
1. Foreign								
2. Indian	9	43		18	52	18	34	
XXXI.—Tobacco—								
1. Unmanufactured	192	18	16	41	210	209	1	
2. Manufactured—								
(a) Cigars		1	1	1	1	2		1
(b) Other sorts	6	37	5	11	43	16	26	
XXXII.—Wood—								
1. Timber unwrought	167	433	40	1 021	600	1,426		826
2. Manufactured	162	1 338			1 500		1 500	
XXXIII.—Wool—								
1. Raw		3	1		3	1	2	
2. Manufactured	11	1			12		12	
(a) Carpets and rugs	1		1	1	1	2		1
(b) Piece-goods, European								
(c) Ditto, Indian	4	10	13	5	14	18		4
(d) Other sorts of manufactures								
XXXIV.—All other articles of merchandise—								
1. Firewood	457	110	121	8	567	129	438	
2. Bamboos	125	261	73	285	386	358	28	
3. Moha	146	719	378	6	865	454	411	
4. Others	507	537	997	1 340	1 044	2,337		1,293
Total	22 306	79 494	49 458	56 032	101,790	105 490	21,858	25 558
					Net decrease			3,700

Calcutta, the 23rd April 1901.

L. GREENHAM,
For *Auditor, Bengal-Nagpur Railway.*

SEGOWLIE-RAKSAUL BRANCH RAILWAY.

Statement of Goods Traffic for the month of December 1900, compared with the corresponding period in 1899

Description of Goods.	1899 Mds	1899 Rs	1900 Mds.	1900 Rs	Increase Mds	Increase Rs	Decrease Mds	Decrease Rs
I.—Apparel, including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes.			143	9	143	9	...	...
II.—Coal and Coke carried for the Public and Foreign railways.	4	11	1,6?8	27	1,790	16	...	
III.—Cotton—								
1. Raw			196	17	196	17		...
2. Manufactured—								
(a) Twist and yarn, European	7	1					7	1
(b) Twist and yarn, Indian	433	25	1,320	64	887	39		
(c) Piece-goods, European	2,465	120	2,2?2	133		13	213	...
(d) Piece-goods, Indian	1,283	54	798	45			481	11
(e) Others		...	14	1	14	1		...
IV.—Chemicals, excepting saltpetre				...			...	...
V.—Drugs—								
1. Intoxicating other than opium			...				...	...
2. Non-intoxicating—								
(a) Medicinal preparations								
(b) Others	93	9	52	3			41	6
VI.—Dyes and Tans—								
1. Al (Morinda citrifolia)								
2. Alizarine and aniline dyes								...
3. Cutch							...	
4. Indigo	402	20	261	14			141	6
5. Myrabolams								
6. Tanning barks								
7. Turmeric								...
8. Others			51	2	51	2		...
VII.—Fodder—								
1. Oil-cake								
2. Hay, straw and grass			16	1	16	1		...
VIII.—Fruits and vegetables, fresh			11	1	11	1		...
IX.—Grain and Pulse—								
1. Gram and pulse	424	5	624	11	200	6		
2. Jawar and bajra								...
3. Rice in the husk	1,664	43	11,670	191	9,006	148	...	
4. Rice not in the husk	2,905	60	1?,9?0	181	9,905	121		
5. Wheat	33	1	...				34	1
6. Wheat flour			29	1	29	1		
7. Makai	308	7	120	10	11	3	...	
8. Others	42?	17	12	1	4?4	18		
X.—Hides and Skins—								
1. Hides of cattle—								
(a) Dressed or tanned								
(b) Raw	273	10	107	6	...		166	4
2. Skins of sheep and other animals—								
(a) Dressed or tanned								
(b) Raw	8	1	90	4	82	3		
XI.—Horns								...
XII.—Hemp (Indian) and other fibres, excluding jute								
XIII.—Jute—								
1. Raw			16	1	16	1		
2. Gunny-bags and cloth	207	5	6?4	22	427	17		...
XIV.—Lac			16	1	16	1		...
XV.—Leather—								
1. Unwrought				...				
2. Wrought, excepting boots and shoes	17	1					17	1
XVI.—Liquors—								
1. Ale and Beer								...
2. Spirits of all kinds including country spirits	...	...					...	...
3. Wine			11	1	11	1		
4. All other sorts including toddy and fermented liquor other than ale and beer								...
XVII.—Metals—								
1. Brass, unwrought			48	2	48	3		
2. Brass, wrought	...		148	6	148	6		...
3. Copper, unwrought	...							
4. Copper, wrought								
5. Iron and steel—								...
(a) Cast			96	3	96	3		
(b) Unwrought								...
(c) Wrought	415	13	1,045	20	630	15		...
(d) Manufactures			92	4	92	4		...
6. Others	32	1	47	2	15	1		...
XVIII.—Oils—								
1. Kerosine	2,694	54	2,317	53			377	1
2. Castor	13	1					13	1
3. Cocoanut	...	...	108	3	108	3	...	...
4. Mustard and rape	...	...						...
5. Others		...					...	...

DESCRIPTION OF GOODS	1899		1900		Increase		Decrease	
	Mds	Rs	Mds	Rs	Mds	Rs	Mds	Rs
XIX.—Oilseeds—								
1 Castor			774	18	774	18		
2 Earthnuts								
3 Linseed			52	1	52	1	...	
4 Poppy								
5 Rape and mustard	22	1	544	11	522	10		
6 Til or jinjili								
7 Others	8 721	45	172	4		49	8 549	
XX.—Opium							...	
XXI.—Paper and pasteboard	...		5	1	5	1	...	
XXII.—Provisions—								
1 Dried fruits and nuts			106	5	106	5		
2 Ghee	26	1	7	1			19	
3. Others	638	27	219	7	...		419	20
XXIII.—Railway plant and rolling-stock carried for the public and foreign railways—								
1 Locomotive engines and tenders and parts thereof					...			
2 Carriages and trucks and parts thereof							...	...
3. Materials—								
(a) Steel rails and fish plates				...				...
(b) Sleepers and keys of steel and cast iron		...	...			...		-
(c) Others								...
XXIV.—Salt	3 736	56	4,732	81	996	25		
XXV.—Saltpetre and other saline substances—								
1 Saltpetre								
2. Other saline substances								...
XXVI.—Silk—								
1 Raw—								
(a) Foreign								...
(b) Indian								
2. Piece-goods—								
(a) Foreign	...							...
(b) Indian								
XXVII.—Spices—								
1 Betelnuts	647	31	599	28	...		48	3
2 Cardamoms						...		
3 Chillies								...
4 Ginger								
5 Pepper			36	2	36	2		...
6 Others	75	4	80	4	5			
XXVIII.—Stone and lime	18	1	411	16	393	15		
XXIX.—Sugar—								
1 Refined or crystallized including sugarcandy	74	3	220	7	146	4		
2 Unrefined—								
(a) Sugar								
(b) Gur rab jaggree molasses and other saccharine produce								
XXX.—Tea—								
1 Foreign	8							
2. Indian								
XXXI.—Tobacco—								
1 Unmanufactured	302	12	205	10			97	2
2 Manufactured—								
(a) Cigars			25	2	25	2		
(b) Other sorts			4	1	4	1		
XXXII.—Wood—								
1 Timber unwrought								
2 Logs	4 171	66	3 823	59			348	7
3 Poles								
4. Manufactures			10	1	10	1		...
XXXIII.—Wool—								
1 Raw								
2 Manufactured—								
(a) Carpets and rugs						...		
(b) Piece goods European	2	1	14	1	2	...		
(c) Piece goods Indian								
(d) Other sorts of manufactures						...		
XXXIV.—All other articles of merchandise—								
1 Indigo-seed				...		...		...
2. Firewood								
3. Others not specified above	2 963	136	2 875	[illegible]	...	86	88	
Total	20 692	721	51,370	1 328	27 484	671	5 806	64

GORAKHPUR, *the 19th April 1901*

(ILLEGIBLE)
Auditor of Accounts

Weekly Return of Traffic Receipts on Indian Railways*

EAST INDIAN RAILWAY

Approximate Return of Traffic for week ended 13th April 1901, on 1 840 32 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds s	Rs A P (a)	Rs A P	Rs A P			
Total traffic for the week	340,420	3 15 572 0 0	50,61 056 0	10 77 732 14 0	20 240 0 0	14 13 583 14 0	105 720	216,451	322 171
Or per mile of railway		171 7 8		585 9 11	11 0 1	768 1 8			
For previous 13½ weeks of half year	5 313,047*	54 02 068 5 0*	7 64 42,056 10†	1 29 11 372 10 0†	2 95 004 0 0‡	1 86,68 534 15 0	1 490,706§	2,061 155§	4 151 861
Total for 14½ weeks	5 659 467	57,77 640 5 0	8 11 03 112 10	1 39 89 105 8 0	3 15 343 0 0	2 00 82,088 13 0	1,596 426	2,877 606	4,474,032
Comparison									
Total for corresponding week of previous year	352 032	3 08 385 4 10	51 50,707 10	9 75 582 14 3	24,035 14 11	13 08 005 2 0	98,223½	195 045½	293 269½
Per mile of railway corresponding week of previous year		167 13 11		531 0 9	13 1 4	712 0 0			
Total for corresponding 14½ weeks of previous year	5 2 4 910	55 38 637 4 2	7,72 31,633 0	1 54 23,557 3 8	4 03 059 15 6	2 13 65 254 4 4	1 503 677	2 949 730½	4 453 407½

(a) The increase is chiefly in coal traffic

* Added No of passengers 11 11 and Rs 25 307 }
† Deducted Mds 95,410 and 12 871 } On account of difference between the approximate and audited figures for the week ended 16th February 1901
‡ Added 1 520 }
§ Audited figures up to 16th February 1901

1901 *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900*

Open mileage	Period	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total	Per mile of railway	Train mileage	
		No of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs A P
*1 840 32	12 days of January	547 806	5 51 149	81 81 264	14,01,457	31 128	19 84 034	1 078	504 737	3 14 11
*1 840 32	Week ended 19th "	380 687	4 06 976	53 1 885	8 93 150	19 362	18,19 488	717	293 648	4 7 11
*1 840 32	" 26th	401 809	4 36 562	57 923	8 73 194	19 64	13 28 402	722	300 096	4 6 10
*1 840 32	" 2nd February	427 912	4,17 311	60 489	9 13 969	21 404	13 62 684	740	298 708	4 9
*1 840 32	" 9th "	440 078	4 42 256	57 5 923	9 79 357	21 738	14 45 351	785	304 065	4 12 1
*1 840 32	" 16th	470 570	4 53 189	60 70 060	9,88 444	23 809	14 65 442	796	302 797	4 13 5
1 837 09	" " 23rd	418 190	4,36 074	51 0 990	9 24,679	22 254	13 83 007	753	304 120	4 8
1 837 09	" " 2nd March	408 412	4 11 307	51 8 249	9 74,527	22 907	14 08 741	767	297 459	4 11 0
1,840 32	" 9th	392 893	4 02 236	57 4 420	9 76 103	23 420	14 01 759	762	308 271	4 8 9
1 840 32	" 16th	393 684	3,95 070	56 1 135	9 63 637	23,155	13 81 862	751	298 556	4 10 1
1 840 32	" 23rd	352 013	3 63,468	56 13 714	9 90 471	22 943	13 76 880	748	308 599	4 7 5
1 840 32	" " 30th	367 558	3 75,639	61 78 278	10 27 488	21 715	14 24 842	774	311 993	4 9 1
1 840 32	" 6th April	332 790	3 46 931	56 10 310	10 19 893	19 613	13 86 437	753	318,816	4 5 6
1 840 32	13th	340 420	3 15 572	50 61 056	10 77 733	20 240	14 13 574	768	322 171	4 6 2
	Totals up to date	5,659 467	57 77 640	8 11 03 112	1 39,89,106	3 15 343	2 00 82 089	742	4,474 032	4 7 10

* Audited figures

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded **1900**

Open mileage	Period	No of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs A P
1 711 61	13 days of January	606 641	6 65 195	8 31 374	18 30,800	46 519	25 48 514	1 489	534,367	4 12 4
1 711 61	Week ended 20th "	320 577	3 31 459	51 37 540	10 71 643	31 629	14 34 731	838	303 813	4 11 7
1,711 61	27th	322 294	3 52 160	[illegible]	10 88 005	30 364	14 71 129	860	289 257	5 1 4
1 711 61	3rd February	359 483	4 34 437	4 13 931	9 61 853	31 698	14 28 100	834	294 317	4 13 8
1 711 61	10th	381 010	3 97 845	1 13 744	11 24,813	30 517	15 52 675	907	307 000	5 0 11
1 711 61	" 17th	381 114	3 83 876	0 07 234	11 34 197	31 411	15 49 489	905	311 727	4 15 8
1 711 61	" 24th	359 841	3 78 534	55 74 838	11 65 672	30 341	15 74 547	921	311 158	5 0 5
1 765 39	3rd March	394 800	3 96 184	0 75 804	10 78 800	22 418	14 97 422	848	309 733	4 13 4
1 837 09	10th	393 112	4 14 798	51 15 821	10 31 317	26 377	14 72 492	802	319 033	4 11 3
1 837 09	" 17th	327 801	3 46,271	[illegible] 490	9 70 545	26 292	13 13 098	731	303,490	4 6 10
1 837 09	24th	338 951	3 75 501	51 740	10 03 446	23 467	14 04 01	765	294,233	4 12 5
1 837 09	31st	331 147	3 68 897	59 01 770	9 91 621	25 335	13 85 193	754	293 144	4 11 8
1 837 09	7th April	338 640	3 86 365	51 10 732	9 89,270	19 830	13 94 445	759	294 960	4 11 8
1 837 09	" 14th	352 032	3 08 385	51 50 707	9 75 583	24,037	13 08 005	712	393 269	4 7 4
	Totals up to date	234 910	55 38 637	7 72 31 633	1 54,23 557	4 03 060	2 13 65 254	788	4,453,407	4 12 9

TARKESSUR BRANCH RAILWAY

Approximate Return of Traffic for week ended 13th April 1901, on 22 23 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	No of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	(a) 48,197	(a) 14 011 6 0	20 832 10	746 10 0	5 0 0	14 763 0 0	1,121	155	1,276
Or per mile of railway		630 4 8		31 9 5	0 3 7	664 1 8			
For previous 13½ weeks of half year	334 899*	83 670 14 0*	3 40 087 0†	11,525 9 0†	75 0 0‡	95 271 7 0	14 938§	1 551§	16,489
Total for 14½ weeks	383 086	97 682 4 0	3 60 919 10	12 272 3 0	80 0 0	1 10,034 7 0	16 059	1,706	17,765
Comparison									
Total for corresponding week of previous year	54 139½	16 362 0 2	21,110 30	788 9 0	17 3 3	17 168 2 5	1,535	191	1 726
Per mile of railway corresponding week of previous year		735 0 9		35 7 7	0 12 5	772 4 9			
Total for corresponding 14½ weeks of previous year	301 064	99 885 3 10	5,18 480 20	14 013 12 0	154 8 0	1 14,953 7 10	15,972	3,894	19,866

(a) The decrease is due chiefly to the earnings of the corresponding period of 1900 having included both inward and outward traffic on account of "Chait Sankranti" mela whereas the earnings of 1901 include only the inward traffic

* Deducted No of passengers 7 067 and Rs 2 433 } On account of difference between the approximate and audited figures for the week ended 16th February
† " Mds 12,101 and 53 } 1901.
§ Audited figures up to 16th February 1901

TARKESSUR BRANCH RAILWAY—*concluded*

1901 *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900*

Open mileage	Period	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total	Per mile of railway	Train mileage.	
		No of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs. A P
*22·23	12 days of January	35 281	7 800	24 776	1 112	5	8 917	401	2 008	4 5 0
*22 23	Week ending 19th	20 171	4 583	14 418	533	11	5 127	231	1 188	4 5 1
*22 23	„ „ 26th	22 763	5 481	19 236	763	5	6 249	281	1,188	5 4 2
*22 23	2nd Feb	25 458	6 400	15 909	628	4	7 032	316	1 188	5 14 8
*22 23	„ 9th „	27 780	6,877	23 412	943	5	7 825	352	1 188	6 9 5
*22 23	, 16th „	24 473	5 845	23 377	931	[illegible]	6 790	305	1,158	5 11 5
22 23	, , 23rd	37 273	9 3 6	35 382	1 0 3	[illegible]	10 377	467	1 320	7 13 9
22 23	, , 2nd March	21 900	5 782	33 964	[illegible]	[illegible]	6 744	303	1 2[illegible]1	5 8 4
22 23	„ , 9th „	24 088	[illegible] 27	32 216	98[illegible]	5	7 301	328	1 188	6 2 4
22·23	, , 16th	22 445	5 711	33 868	1 040	6	6 757	304	1 188	5 11 0
22 23	, 23rd	23 041	5 917	27 985	[illegible]	6	6 746	304	1 188	5 10 10
22 23	, 30th	21 592	5 610	15 508	1 0[illegible]	5	6 674	300	1 188	5 9 11
22·23	, , 6th April	29 372	7 992	19 828	7[illegible]	5	8 733	393	1 188	7 5 7
22 23	, , 13th	48 187	14 011	20 892	747	5	14 763	664	1 370	11 9 1
	Totals up to date	383 080	97 082	3 60 919	12 [illegible]	80	1 10 046	536	17 7[illegible]	6 3 1

* Audited figures

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded *1900*

Open mileage	Period	No of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs A P
22·23	13 days of January	38 032	6 809	35 948	1 [illegible]	16	9 416	469	2 315	4 7 1
22 23	Week ending 20th „	19 740	4 615	14 487	[illegible]	10	5 130	231	1 596	3 3 5
22 23	27th	21 810	5 216	72 105	1 0[illegible]	15	6 288	283	1 208	4 13 6
22 23	„ 3rd Feb	21 6[illegible]	5 226	18 974	781	7	6 014	271	1,188	5 1 0
22 23	, , 10th	22 019	[illegible] 690	77 582	1 10	5	[illegible] 797	306	1 193	5 11 7
22 23	17th ,	28 611	[illegible] 276	33 574	1 0	5	8 [illegible]8	376	1 188	7 0 6
22 23	„ , 24th ,	2[illegible] 912	[illegible] 594	13 203	1 [illegible]	7	[illegible] 850	308	1 188	5 12 3
22·23	3rd March	36 4[illegible]	9 [illegible]3	2[illegible] 410	1 [illegible]	11	10 978	4[illegible]	1 396	7 14 9
22 23	10th	[illegible] 6[illegible]7	6 177	42 079	1 1[illegible]	16	7 36[illegible]	331	1 198	6 3 2
22 23	17th	23,[illegible]	5 80[illegible]	63 637	1	18[illegible]	7 1[illegible]7	324	1 [illegible]	4 12 8
22 23	24th	2[illegible] [illegible]30	5 6[illegible]2	37 501	1 [illegible]	5	6,867	309	1 697	4 0 9
22 23	, , 31st ,	22 5[illegible]1	5 440	48 504	1 2[illegible]	13	[illegible] 29	308	1 188	5 10 8
22 23	7th April	30 [illegible]1	8 03[illegible]	24 340	7[illegible]	9	8 798	3[illegible]	1 188	7 6 6
22 23	14th ,	61 18[illegible]	1[illegible] [illegible]	21 117	78[illegible]	17	17 168	77[illegible]	1 72[illegible]	9 15 2
	Totals up to date	391 164	99 88[illegible]	[illegible] 18 461	14 014	1[illegible]	1 14 [illegible]3	048	1[illegible] 860	5 12 7

DELHI UMBALLA KALKA RAILWAY

Approximate Return of Traffic for week ended 13th April 1901, on 162 24 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds S	Rs A P	Rs A P	Rs A P			
Total traffic for the week	19 421	19 [illegible] [illegible] 0	1 [illegible]1 [illegible]78 0	16 [illegible]7[illegible] 1 0	50 0 0	[illegible] 760 1[illegible] 0	7 18[illegible]	4 199	11 384
Or per mile of railway		11[illegible] 5		10 1 8	0 4 11	2 0 [illegible] 9			
For previous 13½ weeks of half year	2[illegible] [illegible] 28[illegible]*	[illegible] 7 059 1[illegible] 0*	20 06 022 10†	1 75 381 1 0†	85[illegible] 0 0‡	4 03 [illegible] 0 0	11[illegible] 375§	50 748§	163 12[illegible]
Total for 14½ weeks	27[illegible] 7[illegible]6	[illegible] 16 092 15 0	21 57 100 10	1 92 05[illegible] [illegible] 0	90[illegible] 0 0	4 39 05[illegible] 7 0	119 560	54 947	174,507
Comparison									
Total for corresponding week of previous year	18 469	1[illegible] 160 [illegible] [illegible]	[illegible] 339 30	8,[illegible]66 1 [illegible]	[illegible]0 9 9	27 7[illegible] 9 6	8 25[illegible]	2 704	10,958‡
Per mile of railway corresponding week of previous year		118 1 7		[illegible] 1[illegible] 10	0 7 0	171 5 5			
Total for corresponding 14½ weeks of previous year	[illegible]6 207	2 40 488 0 4	14 97 185 0	1 68 [illegible] 1 9	1 08[illegible] 8 [illegible]	4 09 813 10 7	112,880‡	46 340‡	159 233‡

* Added number of passengers 2 0 1 and Rs 2 3[illegible] } On account of difference between the approximate and audited figures for the week ended 16th February 1901
† Deducted Mds 3 173 and 1 [illegible] 9
‡ Added
§ Audited figures up to 16th February 1901

1901 *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900*

Open mileage	Period	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total	Per mile of railway	Train mileage	
		Number of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs A P
*162 24	12 days of January	26 766	2[illegible] 4 7	1 25 [illegible]66	1[illegible] [illegible]	65	38 548	[illegible]39	20 847	1 13 10
*162·24	Week ended 19th	15 707	13 931	1 78 597	11 864	41	25 836	159	12 933	2 0 0
*162 24	„ , 26th	16 833	13 878	1 40 538	11 70	81	25 529	157	12,141	2 1 8
*162 24	, „ 2nd Feb	18 221	14,083	1 57 744	11 468	71	25 522	157	12,233	2 1 4
*162 24	„ , 9th ,	18 7[illegible]4	15 [illegible]	63,151	10 131	71	25 207	150	12 167	2 1 3
*162·24	„ 16th	19 741	17 [illegible]8	1 48 093	10 574	74	27 926	172	11 700	2 6 2
162 24	, , 23rd ,	17 608	15 134	1 43,654	9 586	7	24 762	153	11 032	2 3 11
162 24	„ „ 2nd Mar	17 579	16 177	1 57,296	14 172	68	30 417	187	11 208	2 11 5
162·24	„ , 9th	17 602	16 917	1 75 933	14 209	69	31 195	192	11 354	2 12 0
162·24	„ „ 16th	21 877	18 605	1,50,212	13 421	66	32 092	198	11 383	2 13 1
162·24	„ , 23rd ,	24 368	20 910	1 89,571	15,546	66	36 522	225	11 290	3 3 10
162 24	„ „ 30th	20,971	19 719	1 95,393	19 041	64	35,715	220	12 114	3 3 2
162·24	, , 6th April	20 772	22 864	1,53 974	17 733	44	40,641	251	12 737	3 3 1
162 24	, „ 13th	19 421	19,084	1 51 378	16 677	50	35,761	220	11 384	3 2 3
	Totals up to date	27[illegible] 705	[illegible] 40 093	21 57,400	1 92,058	902	4,39 053	184	1[illegible] [illegible]07	2 8 2

DELHI-UMBALLA KALKA RAILWAY—*concluded*

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded. *1900*

Open mileage.	Period	Coaching Traffic: Number of passengers	Coaching Traffic: Rs.	Merchandise and Mineral Traffic: Mds	Merchandise and Mineral Traffic: Rs	Other earnings: Rs	Total: Rs	Per mile of railway: Rs.	Train mileage: No	Train mileage: Rate Rs A P
162·24	13 days of January	28 5 3	26 906	1 [illegible] 104	22 085	[illegible]	49 904	303	19 464	2 8 5
162 24	Week ended 20th	14 207	10 645	[illegible] 419	11 719	41	22,528	139	9,672	2 5 3
162 24	" 27th	14 124	10 433	[illegible]	10 158	140	20 731	128	9 686	2 2 2
162 24	" 3rd Feb	14 [illegible]	11 936	[illegible]	9 448	79	21 463	132	10 258	2 1 6
162 24	" 10th	10 2 9	13 157	[illegible]	12 368	42	25 567	153	10 930	2 5 5
162 24	" 17th	16 55[illegible]	14 046	[illegible]	9 776	44	23 868	147	10,156	2 5 7
162 24	" 24th	16 690	13 017	71 [illegible]	12 318	62	25 337	156	10 299	2 7 4
162 24	" 3rd Mar	17 340	16 631	[illegible]	10 009	77	26 711	165	10 723	2 7 10
162 24	" 10th "	20 054	19 278	[illegible]	11 645	68	31 001	192	11 902	2 9 10
162 24	" 17th "	18,268	16,552	1 3 743	10 784	68	27 404	169	11 589	2 6 6
162 24	" 24th "	18 82[illegible]	19 121	[illegible]	13 088	71	32 280	19[illegible]	11 588	2 12 7
162 24	" 31st	2[illegible] 78	22 933	[illegible]	16 228	99	39 46[illegible]	242	11,096	3 8 7
162 24	" 7th April	21 880	26,403	[illegible]	10 082	97	36 582	2[illegible]5	11,102	3 4 9
162·24	" 14th "	18 [illegible]	19 160	[illegible]	8 567	71	27 798	171	10,959	2 8 7
	Totals up to date	257 207	2 40 438	14 [illegible] 185	1,68 289	1 087	4,09 814	170	159,233	2 9 2

SOUTH BEHAR RAILWAY

Approximate Return of Traffic for week ended 13th April 1901 on 78 76 miles open

	Coaching Traffic: No. of passengers	Coaching Traffic: Coaching receipts Rs A P	Merchandise and Mineral Traffic: Weight carried Mds s	Merchandise and Mineral Traffic: Receipts Rs A P	Other earnings (estimated) Rs A P	Total earnings Rs A P	Traffic Train Miles Run: Coaching	Traffic Train Miles Run: Merchandise	Traffic Train Miles Run: Total.
Total traffic for the week	13 548	6 823 15 0	57 08[illegible] 2	3,191 15 0	25 0 0	10 040 14 0	2 056	622	2,678
Or per mile of Railway		86 10 4		40 8 5	0 5 1	127 7 10			
For previous 13½ weeks of half year	181 466*	91 800 14 0*	7 43 271 1[illegible]†	5[illegible],623 4 0†	560 0 0‡	1 42 983 2 0	26 811§	13,818§	40 629
Total for 14½ weeks	19[illegible],014	98 624 13 0	8 00 3[illegible]	54 814 8 0	585 0 0	1 [illegible]3 024 0 0	28 867	14 440	43,307
Comparison									
Total for corresponding week of previous year	11 932	5 548 13 8	58,602 20	3 774 3 0	40 13 9	9 403 14 5	1,458	983½	2,441½
Per mile of Railway corresponding week of previous year		70 15 4	–	47 14 9	0 8 4	119 6 5			
Total for corresponding 14½ weeks of previous year	178 136	89 121 7 11	8,28 567 10	60,814 4 3	396 8 3	1,50 333 4 5	22 743	11 284½	34,027½

* Added No of passengers 4 370 and Rs 3 443 }
† Deducted Mds 10 056 and 178 } On account of difference between the approximate and audited figures for the week ended 16th February 1901
‡ Added 14 }
§ Audited figures up to 16th February 1901

1901. *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900*

Open mileage	Period	Coaching Traffic: No of passengers	Coaching Traffic: Rs.	Merchandise and Mineral Traffic: Mds	Merchandise and Mineral Traffic: Rs	Other earnings: Rs	Total: Rs	Per mile of Railway: Rs	Train mileage: No.	Train mileage: Rate Rs A P
*78 7	13 days of January	18 079	8 256	69 742	4 259	47	12 562	160	5,585	2 4 0
*78 76	Week ended 19th	11 073	5 046	49 632	3 025	20	8 091	103	3 229	2 8 1
*78·76	" 26th	12 6[illegible]7	6 095	46 171	2 862	41	8 998	114	3 150	2 13 8
*78 76	" 2nd Feb	14 8[illegible]2	7 231	4[illegible] 810	2,789	23	10 103	128	3 229	3 2 1
*78 76	" 9th	14 756	8 170	45 600	2 641	63	10 874	138	3,307	3 4 7
*78·76	" 16th	15 629	8 4 2	51 727	3 670	58	12 180	155	3 22[illegible]	3 12 4
78 76	" 23rd	13 408	5 827	68 043	4 636	48	10 5[illegible]1	133	2 678	3 14 9
78 76	" 2nd Mar	12 606	5,962	63 062	3 621	47	9,630	122	2 754	3 7 11
78 76	" 9th	13 013	6 141	52 959	3 479	48	9 667	1[illegible]3	2,756	3 8 1
78 76	" 16th	13 213	6 150	59,576	4 70[illegible]	47	10 9[illegible]2	138	2 678	4 1 2
78 76	" 23rd	14 081	7 941	58 627	5 519	48	13 508	172	2 678	5 0 8
78 76	" 30th	14,756	8,3[illegible]8	77 488	5 940	45	14,29[illegible]	181	2 678	5 5 5
78 76	" 6th April	13 703	8,162	51 745	3 487	25	11 674	148	2 678	4 5 9
78 76	" 13th	13 548	6 824	57 090	3 192	25	10,041	127	2,678	3 12 0
	Totals up to date	195 014	98 625	8 [illegible]0 361	54 814	585	1 58,024	133	43,307	3 8

* Audited figures

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded *1900.*

Open mileage	Period	Coaching Traffic: No of passengers	Coaching Traffic: Rs	Merchandise and Mineral Traffic: Mds	Merchandise and Mineral Traffic: Rs	Other earnings: Rs	Total: Rs	Per mile of Railway: Rs.	Train mileage: No	Train mileage: Rate Rs. A. P
78 76	13 days of January	19 319	9 099	94 720	6,991	54	16 144	205	4,184	3 14
78 76	Week ended 20th "	9 805	4,4[illegible]5	60 658	4,321	12	8 658	110	2 326	3 14
78 76	" 27th "	10 136	4 975	66,093	4 568	21	9,564	123	2,236	4
78 76	" 3rd Feb	10 125	5 159	56 604	4 132	22	9,313	118	2,226	4 2 11
78 76	" 10th	12 247	5 909	54 624	3 [illegible]	23	9 465	121	2,226	4 4
78 76	" 17th "	13 197	6 441	52 127	4 [illegible]	32	10 564	134	2 226	4 11
78 76	" 24th	1[illegible] 335	6,297	45 451	3 954	24	10 275	130	2,2[illegible]	4 9 12
78 76	" 3rd Mar	1[illegible] 022	6 573	52,791	4 860	23	11 442	146	2,205	5 3
78·76	" 10th "	13 904	7,163	51 961	3 920	28	11 061	140	2 [illegible]05	5 0 2
78 76	" 17th	11 093	5,766	50 649	3,784	20	9 570	12[illegible]	2 203	4 0 10
78 76	" 24th	14 965	8 010	64 526	4 363	34	12 407	158	2 288	5 6 11
78 76	" 31st	13 1[illegible]4	6,781	55,0[illegible]4	3,962	29	10,772	137	2,441	4 6 7
78 76	" 7th April	12,083	6 991	68 231	4,518	34	11 543	147	2 509	4 7 1
78·76	" 14th "	11 932	5,589	58 602	3,774	41	9,404	119	2,441	3 13 8
	Totals up to date	178 136	89 121	8,28,567	60,814	397	1,50,332	128	34,027	4 6 6

EASTERN BENGAL STATE RAILWAY

(Including N. B., K.-D., Dacca, and Assam-Behar Sections.)

Approximate Return of Traffic and Mileage for the week ended 20th April 1901, on 853 miles open.

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (including ferry)	Total earnings.	Traffic Train-miles run		
	No. of passengers	Coaching receipts	Weight carried	Receipts.			Coaching	Merchandise.	Total.
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week ..	186 280	94 000 0 0	10 8 970 0	1,29,480 0 0	8 00 0 0	2 31 840 0 0	35,890	34 484	70,374
Or per mile of railway	218	110 0 0	1,227 0	152 0 0	*3 0 0	*265 0 0			...
For previous 15 weeks of half year	3,550,136	17,49 071 0 0	1 54 74 870 0	22,86,227 0 0	2 37 914 0 0	42,73 862 0 0	530 712	572,423	1,103,135
Total for 16 weeks	3 736 416	18 43,071 0 0	1 65 25 840 0	24,15 707 0 0	2,46 164 0 0	45 05,512 0 0	566,602	606,907	1,173,509
Comparison									
Total for corresponding week of previous year	203,011	1,03 747 0 0	10 01 596 0	1,22,007 0 0	11 238 0 0	2 36 892 0 0	35 550	37,827	73,377
Per mile of railway corresponding week of previous year	241	123 0 0	1 190 0	146 0 0	4 0 0	274 0 0	..		
Total to corresponding date of previous year	3,525,805	17 21,019 0 0	1,77,70,769 0	24,38 879 0 0	3 4. 498 0 0	45,03 336 0 0	572,343	624,984	1 196,327

* Excluding steamer earnings

† Audited up to 19th January 1901

DACCA STATE RAILWAY

Approximate Return of Traffic and Mileage for the week ended 20th April 1901, on 86 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run		
	No. of passengers	Coaching receipts	Weight carried	Receipts.			Coaching	Merchandise.	Total.
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week ..	23 420	7,570 0 0	23,870 0	2,150 0 0	110 0 0	9 830 0 0	2,740	1,568	4,308
Or per mile of railway	272	88 0 0	2,78 0	25 0 0	1 0 0	114 0 0			
For previous 15 weeks of half year ..	416 602	1 23 237 0 0	6 26 547 0	61 430 0 0	2 535 0 0	1 87 362 0 0	43,506	29 592	73,098
Total for 16 weeks	440 022	1,30,707 0 0	6 50 417 0	63,580 0 0	2 645 0 0	1 97 192 0 0	46,246	31 160	77,406
Comparison									
Total for corresponding week of previous year	22 469	6,625 0 0	20 362 0	1,473 0 0	218 0 0	8 326 0 0	2,670	1,116	3 786
Per mile of railway corresponding week of previous year	261	77 0 0	237 0	17 0 0	3 0 0	97 0 0			...
Total to corresponding date of previous year	380,386	1 20 508 0 0	4,39 116 0	38,261 0 0	9 142 0 0	1 67 911 0 0	46,255	18,643	64,898

* Audited up to 19th January 1901

COOCH BEHAR STATE RAILWAY

Approximate Return of Traffic and Mileage for the week ended 20th April 1901, on 33 78 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (including ferry)	Total earnings	Traffic Train miles run		
	No. of passengers.	Coaching receipts	Weight carried.	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds s.	Rs A P	Rs A P	Rs A P			
Total traffic for the week ..	1,870	720 0 0	6 040 0	770 0 0	30 0 0	1,520 0 0	310	(a) 1,926	2 236
Or per mile of railway	55	21 0 0	179 0	23 0 0	*	*44 0 0	..		...
For previous 15 weeks of half year*	28,624	11 122 0 0	1 20 525 0	10,306 0 0	989 0 0	22,416 0 0	4,841	22,755	27,596
Total for 16 weeks	30,494	11 842 0 0	1,26,565 0	11,076 0 0	1 019 0 0	23,936 0 0	5,151	24,681	29,832
Comparison.									
Total for corresponding week of previous year	1,852	714 0 0	5,515 0	745 0 0	129 0 0	1,588 0 0	410	638	1,048
Per mile of railway corresponding week of previous year	54	22 0 0	166 0	22 0 0	...	46 0 0	..	..	...
Total to corresponding date of previous year	34,063	13,026 0 0	1,40,455 0	12,415 0 0	3,040 0 0	28,480 0 0	2,762	14,502	16,264

* Excluding coaching ferry.

† Audited up to 19th January 1901

(a) Includes 1,[illegible] miles for ballast trains.

MYMENSINGH JAGANNATHGANJ RAILWAY

Approximate Return of Traffic and Mileage for the week ended 20th April 1901 on 58 37 miles open.

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train-miles run		
	No of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs a p	Mds s	Rs a p	Rs a p	Rs a p			
Total traffic for the week	7 630	1,840 0 0	6 930 0	340 0 0	10 0 0	2 290 0 0	1 254	[illegible]	1,696
Or per mile of railway	143	36 0 0	130 0	7 0 0		43 0 0			
For previous 15 weeks of half year*	1 [illegible] 085	38 712 0 0	1 81 044 0	8,94[illegible] 0 0	230 0 0	47,888 0 0	17,161	8,508	25,669
Total for 16 weeks	160 715	40 602 0 0	1 8[illegible] 974 0	9,286 0 0	240 0 0	50 108 0 0	18,415	8,950	27,365
Comparison									
Total for corresponding week of previous year	9 468	2 006 0 0	13 473 0	526 0 0	7 0 0	2 599 0 0	1,148	633	1,781
Per mile of railway corresponding week of previous year	178	39 0 0	2[illegible] 0	10 0 0		49 0 0			—
Total to corresponding date of previous year	146,9[illegible]9	36 043 0 0	2 80 316 0	15,243 0 0	210 0 0	51,496 0 0	17 026	11 397	28 423

* Audited up to 19th January 1901

BRAHMAPUTRA SULTANPUR RAILWAY

Approximate Return of Traffic and Mileage for the week ended 20th April 1901, on 59 miles open.

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run		
	No of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise.	Total
		Rs a p	Mds s	Rs a p	Rs a p	Rs a p			
Total traffic for the week	6 660	1,070 0 0	1 [illegible] 0	1 070 0 0	10 0 0	2,750 0 0	910	*1,218	2 128
Or per mile of railway	[illegible]	25 0 0	212 0	18 0 0	1 0 0	47 0 0			
For previous 15 weeks of half year†	33 [illegible]	27 513 0 0	2 22 [illegible] 0	20 [illegible] 0 0	[illegible]56 0 0	48 46[illegible] 0 0	12,868	12,652	25 521
Total for 16 weeks	[illegible]	29 183 0 0	2 [illegible] 0	21 4[illegible] 0 0	590 0 0	1 [illegible] 0 0	13,778	13,871	27 649
Comparison									
Total for corresponding week of previous year	[illegible]815	1 014 0 0	10 135 0	607 0 0	20 0 0	1 641 0 0	790	66[illegible]	1,459
Per mile of railway corresponding week of previous year	81	22 0 0	[illegible]10 0	13 0 0		28 0 0			
Total to corresponding date of previous year	42 890	12 55[illegible] 0 0	4 1 873 0	14 249 0 0	134 0 0	30 979 0 0	5 146	15 705	20 851

* Includes ballast train miles 448
† Audited up to 19th January 1901

BENGAL AND NORTH-WESTERN RAILWAY

Approximate Return of Traffic for the week ending 20th April 1901, on 1,251 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated), including steam boat	Total earnings	Traffic Train miles run		
	No of passengers	Receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs	Mds.	Rs	Rs	Rs			
Total traffic for the week on 1 251 miles open	171 940	65 770	8 56,460	1,30 890	20,610	(a)2,17,200	29,389	(b)38,469	67 858
Or per mile of railway	136 96	52 57	686'22	104'63	16 42	173 62			
For previous 14½ weeks of half year (c)	2,490,124	10 19,744	1 05,0[illegible] 839	14,93 844	2 65,257	27,78,475	453,712	466,763	922,414
Total for 15½ weeks	2,661,464	10,85,014	1,13,66 299	16 24,734	2,85,987	29,95,675	483,081	507,141	990,222
Comparison									
Total for corresponding week of previous year on 1,208 miles open	164 885	66 063	8 25 818	1 08 183	20 578	1,96 500	27,238	(d)30,363	58 [illegible]
Per mile of corresponding week of previous year	142 34	57'06	689 58	89 66	16 95	165 96			
Total to corresponding date of previous year	2,136,853	9,35,513	1,19,16,172	15,79,741	2,54,294	27,83,545	423 320	5,35,[illegible]	[illegible]

(a) Increase due to increased mileage and improved traffic generally
(b) Includes [illegible] miles of ballast trains run on open line.
(c) „ audited figures up to week ended [illegible] March 1901.
(d) „ [illegible] miles of ballast trains run on open line.

SEGOWLIE-RAKSAUL BRANCH RAILWAY.

(WORKED BY THE B. & N.-W RAILWAY.)

Approximate Return of Traffic for week ending 20th April 1901, on 18 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train-miles run.		
	Passengers carried.	Receipts	Weight carried	Receipts			Coaching.	Merchandise	Total.
	No.	Rs	Mds	Rs	Rs	Rs			
Total traffic for the week on 18 miles open ..	2,547	401	15 353	633	21	1,055	374	130	504
Or per mile of railway	141 50	22 28	852·94	35 17	1 16	58 61		...	...
For previous 14½ weeks of half year (a) ..	26 656	4,567	172,595	5,965	471	11,003	5,271	1,677	6,948
Total for 15½ weeks	29 203	4,968	137 948	6 598	492	12,058	5,645	1,807	7,452
COMPARISON									
Total for corresponding week of previous year on 18 miles open	1 350	211	14,205	338	8	557	141	111	252
Per mile of corresponding week of previous year	75 00	11 72	789 17	18 80	0 45	30·97	... ...		..
Total to corresponding date of previous year ...	21,350	3 888	150,658	4 663	290	8,841	2,605	1,481	4,086

(a) Includes audited figures up to week ending 9th March 1901.

SEGOWLIE RAKSAUL BRANCH RAILWAY

(WORKED BY THE B & N.-W RAILWAY)

Audited Return of Traffic for week ending 9th March 1901, on 18 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings.	Traffic Train miles run		
	Passengers carried	Receipts	Weight carried	Receipts			Coaching	Merchandise	Total
	No	Rs A P	Mds.	Rs. A P	Rs A P	Rs A P			
Total traffic for the week on 18 miles open	1,940	326 3 3	12 931	459 6 2	12 0 0	797 9 5	383	121	504
Or per mile of railway	107 76	18 2 0	718 39	25 8 4	0 10 8	44 5 0		...	... ...
For previous 8½ weeks of half year	18 635	3 268 15 8	1 09 627	2,919 3 6	376 8 0	6,564 6 2	2,928	996	3,924
Total for 9½ weeks	20 575	3,595 2 11	1 22 558	3 378 9 8	388 3 0	7,361 15 7	3 311	1 117	4 428
COMPARISON									
Total for corresponding week of previous year on 18 miles open	1 491	294 9 4	10 699	642 11 0	6 6 0	943 10 4	175	113	288
Per mile of corresponding week of previous year	82 83	16 5 10	594 39	35 11 4	0 5 8	52 6 10	..		... ..
Total to corresponding date of previous year ...	13,854	2 525 11 0	87,680	2 971 6 0	75 16 0	5 573 0 0	1 585	935	2,520

ASSAM BENGAL RAILWAY

Approximate Return of Traffic for the week ended 13th April 1901 on 558 miles open for all descriptions of traffic, and an additional 20 miles for goods and parcels traffic only

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	No. of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total.
		Rs A. P	Mds s	Rs. A P	*Rs A P	Rs A P			
Total traffic for the week	33,170	21,920 0 0	1 28,388 0	18 688 0 0	2 833 0 0	43,441 0 0	4,723	6,792	11,515
Or per mile of railway	59 44	39 28	222 12	32 30	4 90	76 48	8 46	11·75	20 21
For previous 14 weeks of half-year	553 001	3,70 626 0 0	14,69 870 0	1,01,014 0 0	36,333 0 0	5,97 872 0 0	63,809	87,885	151 634
Total for 15 weeks ..	586 171	3,92,546 0 0	15 98,258 0	2,09 882 0 0	39,166 0 0	6,41,393 0 0	68,532	94,617	163,149
COMPARISON									
Total for corresponding week of previous year ...	38,446	17 995 0 0	83,405 0*	9,586 0 0*	1 891 0 0*	29,472 0 0*	4,419	4,831*	9,250*
Per mile of railway corresponding week of previous year	71 83	43 44	215·96	21 96	4 53	71·71	11 16	11 05	22·21
Total to corresponding date of previous year ..	480,697	3,04,756 0 0	17,03,610 0*	3,71,722 0 0*	24,088 0 0*	5,10,890 0 0*	63,709	70,983*	134,692*

* Weight and train miles of ballast trains for Gauhati and Chittagong Sections have been omitted from 1st January 1900, and the receipts have been included under "Other earnings."

FINANCIAL YEAR.

Approximate Statement of Gross Receipts of the Assam Bengal Railway

Receipts for week ending 19th April 1901			Receipts for week ending 14th April 1900			Total receipts from 1st April 1901 to week ended 19th April 1901			Total receipts from 1st April 1900 to week ended 14th April 1900			Total increase in 1901	Total decrease, 1901.
Mean mileage worked.	Receipts	Per mile worked	Mean mileage worked	Receipts	Per mile worked	Mean mileage worked	Total receipts	Per mile worked per week	Mean mileage worked	Total receipts	Per mile worked per week		
	Rs	Rs		Rs	Rs		Rs			Rs		Rs.	Rs.
578	43 481	76 48	437	29 472	71 71	578	78,956		437	60,141		18,815	...

DARJEELING HIMALAYAN RAILWAY COMPANY, LIMITED

	Rs	A	P
Approximate earnings for the week ending 20th April 1901	17 066	0	0
Audited earnings for the corresponding period of 1900	20,980	0	0
Decrease ...	3 914	0	0
Receipts per mile for the week ending 20th April 1901 ...	334	10	0
Ditto for the corresponding period of 1900	411	6	0
Decrease ...	76	12	0
Receipts from 1st January to 20th April 1901	1,95,285	0	0
Ditto for the corresponding period of 1900 ...	2,40,663	0	0
Decrease ...	45,378	0	0

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Index to the Supplement

TO

THE CALCUTTA GAZETTE

FROM

JULY TO DECEMBER 1900.

Index to the Supplement

OF

THE CALCUTTA GAZETTE

FROM

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WEATHER AND CROP REPORT.

For the week ending the 6th May 1901

Burdwan.—Rainfall at Sadar 0 07, Kalna 0 11, Katwa nil, Raniganj nil Weather hot and cloudy Ploughing and manuring of fields and planting of sugarcane continue. Fodder and water sufficient. Common rice selling as follows —

				Srs	
Sadar	..	.	..	12	per rupee.
Kalna	...	..		10¼	
Katwa	...	...		12¾	
Raniganj	..	.		13	

Birbhum.—Rainfall at Sadar 1 00, Rampur Hat 2 04 Weather hot and cloudy *Til* doing well. Fields being prepared for sugarcane plantation Price of rice at Sadar 12 seers and at Rampur Hât 12¼ seers per rupee Fodder sufficient

Bankura.—Rainfall at Bankura 0 10, Vishnupur 24 Weather hot and occasionally cloudy Ploughing in progress Planting of sugarcane going on Fodder dear Water sufficient Price of common rice at Bankura 12 seers and at Vishnupur 12¼ seers per rupee

Midnapore.—Rainfall at Sadar 0 58, Contai 0 08 Ploughing continues *Boro* being reaped Sugarcane planted Fodder dear at Ghatal Common rice sells as follows:—

				Srs	
Sadar	...	...	...	12	per rupee
Contai	...	...	...	13	
Tamluk	...	...	.	10	
Ghatal	...	...		11	

Hooghly.—Rainfall at Sadar 0 20, Serampore ·01, Arambagh 0·11 Manuring and ploughing for winter paddy continues Rain wanted in many places. Common rice sells at 10 seers 10 chitaks per rupee

Howrah—No rain Weather seasonable Harvesting of *boro* finished Fodder and water sufficient Common rice sells at 9 seers 13 chitaks per rupee

24-Parganas.—Rainfall at Sadar 03, Basirhat ·34, Diamond Harbour 44 Weather seasonable *Aus* paddy and jute seeds germinating well More rain is wanted for sowing the *aus* paddy and jute crops Cattle-disease reported from Basirhat subdivision Fodder and water sufficient Common rice sells as follows —

	Srs.	
Sadar	10	per rupee.
Barasat . .	9½	
Basirhat	9	
Diamond Harbour	10	

Nadia.—Rainfall at Sadar 1 32, Ranaghat 0 03, Chuadanga 0 46, Kushtia 1 12, Meherpore 0 21 Weather seasonable Sowing of *aus* and preparations of land for the coming crops going on briskly Fodder and water sufficient Price of common rice stationary

Murshidabad—Rainfall at Sadar 1 25, Lalbagh 1·18, Kandi 07 Jangipur 0 12. Weather seasonable Ploughing for sugarcane and *aus* paddy going on More rain wanted Prospects of *til* good Cattle-disease reported from Sadar and Jangipur subdivisions Fodder and water sufficient Common rice sells as follows —

	Srs	
Sadar	12	per rupee.
Jangipur	12¾	
Kandi	13½	
Lalbagh	Return not received	

Jessore—Rainfall at Sadar 0·51, Jhenida 1 26, Magura 2 61, Narail 0 85, Bangaon 0 70 Weather seasonable Sowing of paddy and jute continues The recent rain has done good to the sowing of crops and ploughing of lands Cattle-disease reported from Magura thana Fodder and water sufficient Common rice sells as follows —

	Srs	
Sadar	11	per rupee.
Jhenida	11	
Magura	10¾	
Narail	10	
Bangaon	11 3/8	

Khulna—Rainfall at Sadar 0 40, Bagerhat 0 05, Satkhira 0 18 Weather seasonable Harvesting of *boro* over Sowing of *aus* still continues Fodder and water sufficient Common rice sells as follows —

	Srs	
Sadar	12	per rupee
Bagerhat	13	
Satkhira	10½	

Rajshahi.—Rainfall at Sadar 0 81, Nator 2 28, Naogaon 0 52 Prospects of crops good Ploughing and sowing of paddy progressing Fodder and water plentiful Common rice selling at 11 seers a rupee

Dinajpur.—Average rainfall 32 , Weather hot Stray cases of cattle-disease reported from Thakurgaon Fodder and water plentiful. Rain badly wanted for *bhadoi* and jute Rice 13 seers a rupee

Darjeeling—Rainfall at Darjeeling 0 31, Kurseong 0 86, Siliguri 0·21, Kalimpong 0 50 Weather seasonable *Hills—bhutta*, potatoes thriving *Terai—*sowings of jute, *bhadoi* paddy going on Sugarcane being planted Common rice sells as follows —

	Srs	
Hills	9	per rupee.
Terai	13	

Bhutta sells at Darjeeling 17 seers and at Kalimpong 20 seers per rupee

Jalpaiguri.—Rainfall at Sadar 10 Weather seasonable. Sowing of jute and *bhadoi* paddy going on Common rice sells at 11 seers per rupee Fodder and water sufficient.

Rangpur.—Rainfall at Sadar 1 38 Gaibanda 1 65, Kurigram 3·65, Nilphamari 0·31 Weather seasonable Sowing of *aus* and jute going on Weeding commenced. Water and fodder sufficient Price of common rice stationary.

Bogra Average rainfall 0 98 Sowing of *aus* and jute continues Rain much wanted in the western part of the district Fodder and water sufficient. Price of rice is stationary.

Pabna.—Rainfall at Sadar 2 21, Sirajganj 0·15 Weather hot and cloudy Prospects of crops good *Bhadoi* sowings in full progress More rain wanted in Sirajganj Prices practically stationary Fodder ample

Dacca Rainfall at Sadar nil, Manikganj 1 10 Munshiganj 0 02, Narainganj 0 02 Weather seasonable Prospects of crops fair Fodder available No cattle-disease. Common rice 9½ seers per rupee

Mymensingh—Rainfall at Kishoreganj 3 08, Jamalpur 0 40, Netrokona 2 16 Weather seasonable Harvesting of *boro* crop and sowing of *aus* and jute commenced Common rice sells as follows —

	Srs	
Sadar	9	per rupee
Jamalpur	8¾	
Kishoreganj ..	9	
Tangail	Return not received	
Netrakona	8⅞	

Faridpur.—Rainfall at Sadar 0 20, Goalundo nil, Madaripur 0 41 Weather warm Cultivation progressing Prospects of crops fair. Common rice sells at 10½ seers a rupee

Backergunge—Rainfall at Sadar 0 80 Weather hot Prospects of crops good Fodder and water sufficient No cattle-disease reported Common rice (*aman*) sells at 9¼ seers per rupee

Tippera.—Rainfall at Brahmanbaria 31, Chandpur 13, Comilla 19 Weather sultry More rain wanted Sowing of paddy and jute continues *Boro* paddy being harvested Fodder and water available Common rice averages 10 seers per rupee

Noakhali—Rainfall at Sadar 67, Feni 23 Prospects of standing crops fair Sowing of *aus* continues Cattle-disease reported from two thanas Fodder and water sufficient Price of common rice stationary

Chittagong.—Rainfall at Sadar 0 10, Cox's Bazar 0 45 More rain wanted Fields are under cultivation for *aus dhan* Water and fodder available Rice sells at 12 seers per rupee

Patna.—Rainfall nil Sugarcane and *china* coming up well Fodder and water for cattle sufficient No cattle-disease Common rice sells at 13 seers per rupee in Patna

Gaya—Sugarcane doing well Common rice selling at 11 seers per rupee

Shahabad.—No rain Weather fair Threshing of *rabi* completed. Fodder and water sufficient Rice 11 seers at Sadar. Sugarcane doing well

Saran—Rainfall nil Weather hot with unsettled wind Indigo and *china* doing wel Fodder and water sufficient Common rice 11½ seers and maize 10⅝ seers per rupee

Champaran.—Rainfall at Sadar 06, Bettiah nil Threshing of *rabi* nearly completed. Lands being prepared for *bhadoi* and *aghani* Standing crops doing well Fodder and water sufficient Prices of common rice and maize at Sadar are 13¼ and 22 seers per rupee respectively

Muzaffarpur.—Rainfall nil Prospects good Land being prepared for *dhan* and *bhadoi* crops Prices are—common 12 seers, wheat 12 seers, barley 20 seers, maize 19 seers, gram 15 seers, and *arhar* 18 seers a rupee

Darbhanga—Rainfall at Sadar and Madhubani nil, Samastipur 09 Fields are being prepared for *bhadoi* Fodder and water sufficient. Cattle-disease reported from Jale outpost Common rice sells as follows —

	Srs	ch	
Sadar	13	3	per rupee
Samastipur	13	8	
Madhubani	14	4	

Monghyr.—No rain Weather seasonable. Threshing of *rabi* crops continues Fields being prepared for *bhadoi* crops. Watering of sugarcane going on Common rice sells as follows —

	Srs	ch	
Sadar	13	2	per rupee
Begusarai	12	0	
Jamui	12	0	

Bhagalpur—Rainfall at Sadar 0 01, Madhipura 0·01 Weather hot Sky cloudy Lands are being prepared for *bhadoi* crops Rain is wanted Cattle-disease reported from Banka only. Prices falling Common rice 12 seers 10 chitaks a rupee at Sadar. Fodder and water sufficient.

Purnea—Rainfall at Sadar 0 07, Kishanganj and Araria nil. Weather hot Cultivation of *bhadoi* paddy in progress Rain urgently wanted. No cattle-disease Fodder and water sufficient Common rice sells as follows.—

	Srs.	
Sadar	12	per rupee.
Kishanganj	12	
Araria	13	

Malda.—Rainfall at Sadar 88, Chanchal 2 95, Gajole ·60, S.bganj 43 Weather cloudy and stormy *Boro* paddy is thriving and is coming into ears Sowing of *bhadoi* going on in some places Cattle-pox reported from Kalia Chak and Tulshihata Price of rice 11 seers per rupee Fodder and water sufficient

Sonthal Parganas.—Average rainfall 1 41 Weather hot. *Boro* rice is doing well at Rajmahal Fodder and water sufficient Cattle-disease reported from Pakour Rice sells at 13 seers 7 chitaks and maize at 7 seers 13 chitaks per rupee.

Cuttack—Rainfall at Sadar 1 37, Jajpur ·99, Kendrapara 74, Banki 1 47 Weather hot and cloudy Harvesting of *dalua*, and *rabi* continues. Sugarcane growing *Achhua*, cotton in flower Ploughing has begun Condition of cattle generally good Fodder and water available Common rice sells as follows:—

	Srs	ch.	
Sadar	14	7	per rupee.
Jajpur	15	12	
Kendrapara	15	12	
Banki	14	14	

Balasore—Rainfall at Sadar 64 Ploughing and harvesting of *dalua* continues Sugarcane doing well Rice sells at 15¾, 13½ and 14 seers per rupee in the interior, Balasore, and Bhadrak, respectively Cattle-disease reported from Balasore circle Fodder and water sufficient

Angul—Rainfall at Sadar 0 16, Chhendipada 1 34, Tikerpara 0 58, Bisspara 0 46 Weather hot and cloudy Cattle-disease reported from the interior Common rice selling at 18 and 10 seers respectively in Angul and Khondmals Fodder and water sufficient

Puri—Rainfall at Sadar 0 11, Khurda nil Weather seasonable Ploughing continues *Mung* and *dalua* being harvested Sugarcane, cotton, &c, doing well Fodder and water sufficient Price of common rice stationary

Hazaribagh.—Rainfall at Sadar 09, Giridih 07 Weather seasonable Fodder and water sufficient. Common rice sells at Sadar 12 seers and at Giridih 12½ seers per rupee

Ranchi.—Rainfall nil Weather hot Ploughing continues Average price of common rice is 15 seers per rupee Cattle-disease reported from the Ranchi thana Fodder and water sufficient

Palamau.—Rainfall nil Weather seasonable Sugarcane doing well, no other standing crops Fodder and water sufficient. Prices are—Rice 10 seers 11 chitaks, and *makai* 14 seers per rupee at Sadar

Manbhum.—Rainfall at Sadar 0 59, Gobindpur nil Weather seasonable Prospects of crops on ground good Fodder and water sufficient. Cattle disease reported from Purulia, Raghunathpur and Tundi Average price of common rice at Sadar 13 seers 1 chitak and at Gobindpur 11 seers per rupee. Supply sufficient.

Singhbhum.—Rainfall 01 Average price of rice is 14 seers 12 chitaks in the district, at Chaibassa 15 seers

General Summary.—Rain fell during the week all over the Province excepting Howrah and a few districts in Bihar and Chota Nagpur More rain is still wanted in Hooghly, 24-Parganas, Murshidabad, Dinajpur, Bogra, Pabna, Tippera, Chittagong, Bhagalpur and Purnea Ploughing of lands is still going on and sowing of *aus* and jute is in progress. Sugarcane is being planted and is doing well Fodder dear only in Bankura and in the Ghatal subdivision of Midnapore district Water sufficient. Condition of cattle generally good, but cases of disease reported from some districts The price of common rice has risen in 20 districts, fallen in 7, and is stationary in the rest.

By order of the Lieutenant-Governor of Bengal,

F. A. SLACKE,

Secretary to the Govt. of Bengal.

REVENUE DEPARTMENT,

The 7th May 1901.

STOCKS OF RICE IN AND AROUND CALCUTTA

Stocks of Rice (in maunds) in and around Calcutta in the first week of each month from May 1900 to May 1901.

Names of Marts.	May 1900.	June 1900	July 1900	Aug 1900	Sept. 1900.	Oct 1900 *	Nov 1900 *	Dec 1900	Jan 1901	Feb. 1901.	March 1901	April 1901	May 1901.
Beliaghata	925,000	838,000	772,000	669,000	548,000	438,000	355,000	263,000	206,000	406,500	412,000	330,500	[illegible]
Ultadanga	91,500	88,000	89,300	82,400	66,500	45 000	34 500	34 100	26,500	40,000	51,500	49,500	[illegible]
Chitpur, Golabari, Kumartoli, Hatkhola, and Galpi Ghat.	294,000	269 500	265,500	267,500	237,500	211 500	168,700	133,200	146,900	216,000	265,000	233,600	[illegible]
Pathuriaghata, Posta, and Jorabagan.	5,400	4,000	3,800	3,300	3,400	3 600	2 500	2,500	3,700	5,400	5,400	4,500	[illegible]
Tollygunge, Chetla, Kidderpore, and Munshiganj	214,750	189 00	192 500	170,600	164,200	95,000	61,700	48,900	600	132,300	156,200	184,600	[illegible]
Minor bazars†	240,000	240,00	240,000	240,000	240,000	240,000	240,000	240,000	240 000	240,000	240,000	240,000	[illegible]
Other retail shops†	250,000	250,000	250,000	250,000	230,000	250 000	250,000	250,000	250,000	250,000	250,000	250,000	[illegible]
Ramkristopur	249,000	207,500	180,000	138,500	122,800	99,500	95,500	78 500	68,300	156,500	144,500	151,500	[illegible]
Baidyabati, Nawabganj, Bhadreswar and Chandernagore	1,375	1,150	1 531	1 109	4,425	775	3,502	5,400	4,625	5,087	3,385	15,383	[illegible]
Total	2,270,875	2,087,150	1 994 531	1 752 409	1,656,025	1,386,375	1 211,402	1,048,600	1,023,825	1,454,787	1,539,385	1,467 783	[illegible]
On Railway premises on both sides of the river.	14,093 (3rd May)	19,465 (3rd June.)	39,187 (3rd July)	5,796 (3rd August.)	6,039 (3rd Sept.)	6 460 (13th Oct)	9,349 5th Nov	36 140 (3rd Dec.)	51 058 4th Jan	27,519 (3rd Feb.)	51,830 (4th March.)	29,812 (3rd April)	[illegible] (3rd May)
On boats not yet unloaded—													
By Port Commissioners returns.	33,480 (1st to 3rd May)	7,415 (1st to 3rd June)	33,067 (2nd to 4th July)	38,913 (1st to 3rd August)	35,601 (1st to 3rd Sept.)	32,650 (11th to 13th Oct)	36,896 (3rd to 5th Nov)	30,804 (1st to 3rd Dec.)	33,788 (2nd to 4th Jan.)	48,866 (1st to 3rd Feb.)	48,079 (3rd to 5th March)	37,287 (1st to 3rd April.)	[illegible] (1st to 3rd May.)
By Canal returns ...	48,083 (1st to 3rd May)	38 140 (1st to 3rd June)	38,807 (2nd to 4th July)	73,468 (1st to 3rd August.)	48,650 (1st to 3rd Sept.)	19 715 (11th to 13th Oct)	48,954 (3rd to 5th Nov)	31,792 (1st to 3rd Dec.)	84,881 (2nd to 4th Jan)	183,749 (1st to 3rd Feb)	108,854 (3rd to 5th March.)	38,387 (1st to 3rd April.)	[illegible]
Grand Total of Stocks	2,366,470	2,146,170	2,095,133	1,860,583	1,735,715	1,445,218	1,306,601	1,150,336	1,191,902	1,709,871	1,739,988	1,581,068	[illegible]

* Second week
† Estimated as a constant quantity.

GOVERNMENT OF INDIA
STATISTICAL DEPARTMENT
The May 7, 1901

J. E. O'CONOR
Director-General of Statistics
F. A. SLACKE
Secy. to the Government of Bengal

PRICES-CURRENT (retail) of Food-grains and Salt in the Head-

Number	Division	DISTRICTS.	QUANTITIES PER RUPEE IN — Wheat: Present return.	Wheat: Next preceding return.	Wheat: Corresponding return of last year	Barley: Present return	Barley: Next preceding return.	Barley: Corresponding return of last year	Rice, common: Present return.	Rice, common: Next preceding return.	Rice, common: Corresponding return of last year	Jowar or Cholum (*Sorghum Vulgare*): Present return.	Jowar or Cholum: Next preceding return.	Jowar or Cholum: Corresponding return of last year.
		BENGAL	S Ch	S Ch	S Ch	S Ch	S Ch.	S Ch	S Ch	S Ch	S Ch	S Ch.	S. Ch	S Ch.
1	Burdwan Division.	Burdwan	12 8	12 8	12 0				12 0	12 0	15 0	...		...
2		Birbhum	12 0	12 0	12 0				12 0	12 0	13 8			...
3		Bankura	9 8	10 0	11 0			20 0	11 14	12 8	15 0			...
4		Midnapore	10 0 to 10 8	9 0	10 0			...	13 0	13 0 to 13 8	18 0			...
5		Hooghly	10 0	10 0	13 0				10 0	10 0	13 0			
6		Howrah					...		10 0	10 8	14 0			...
7	Presidency Division.	24 Pargannas		...	...		...		10 0	10 0	11 8	...	...	.
8		Calcutta	10 0	7 10	10 0	16 12	16 0	15 0	9 10	9 10	11 6	20 0	17 12	
9		Nadia	11 10	11 10	13 10	16 0	16 0	18 4	11 7	11 7	12 13			...
10		Murshidabad	12 8	12 8	14 0	20 0	20 0	27 0	12 0	12 0	18 0			
11		Jessore	9 0	8 0	9 0	10 0	13 0	13 0	11 0	11 8	15 0			
12		Khulna							11 8	11 8	16 0		...	...
13	Rajshahi Division.	Rajshahi	12 0	12 0	14 4	20 4	20 4	20 4	11 4	11 4	13 8		...	
14		Dinajpur	10 12	10 8	10 10	21 0	24 0	13 5	12 12	12 0	16 12		...	
15		Jalpaiguri	9 0	8 0	10 0				12 0	12 8	16 0	...		
16		Darjeeling	7 0	7 0	7 0	8 0	8 0	6 8	11 0	11 0	12 0		.	...
17		Rangpur	9 0	9 0					10 1	10 1	15 0	.	.	...
18		Bogra	9 12	9 12	9 12				10 8	10 8	16 8	.	...	...
19		Pabna	12 12	12 8	15 6	20 4	20 0	24 12	10 8	10 8	13 14		...	
20	Dacca Division.	Dacca*		10 0	10 8		14 0	16 0		10 0	14 8	.	.	...
21		Mymensingh*		9 0	10 0		11 0	4 0		9 8	16 0		...	...
22		Faridpur	11 6	11 4	15 8	30 0	20 0	29 0	11 0	11 8	13 8		.	
23		Backergunge							9 0	10 0	15 0	...	...	...

* Present return not received

A In the subdivisions the retail prices of salt per rupee are – Kalna 10 seers 10 chitaks (panga) and 12 seers (karkatch), Katwa 11 seers 12 chitaks (karkatch), Raniganj 10 seers 8 chitaks (panga).

B At Rampur Hat the retail price of salt is 11 seers per rupee

C. At Vishnupur the retail price of salt is 9½ seers per rupee

D In the subdivisions the retail prices of salt per rupee are —Contai 9½ seers, Tamluk 10½ seers, Ghatal return not received

E. In the subdivisions the retail prices of salt per rupee are —Serampore 10½ seers, Arambagh 10 seers 11 chitaks.

F. At Ulubaria the retail price of salt is 10 seers 10½ chitaks per rupee.

G. In the marts in the interior of the district the retail prices of salt per rupee are :—Chetla 10 seers 10 chitaks, Barasat 11 seers, Baduria 10 seer 12 chitaks, Moraghat 9 seers 2 chitaks.

H. In the subdivisions the retail prices of salt per rupee are :—Kushtia 10 seers (panga); Chuadanga 10 seers (panga), Meherpur 10 seers (karkatch), Ranaghat 10½ seers ([illegible]).

I. In the subdivisions the retail prices of salt per rupee are :—Lalbagh 10½ seers, Kandi return not received; Jangipur 11 seers.

the Districts of Bengal on the 30th April 1901.

SEERS OF 80 TOLAHS.

Rahar or Cumbu (Pennisetum typhoideum). Present return.	Next preceding return.	Corresponding return of last year.	Marua or Ragi (Eleusine Coracana). Present return.	Next preceding return.	Corresponding return of last year.	… of last year	Salt. Present return.	Next preceding return.	Corresponding return of last year.	Wholesale prices per maund of 40 seers. Salt. Present return.	Next preceding return.	Corresponding return of last year.	DISTRICTS.	Number	Division
S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	Rs. A. P.	Rs. A. P.	Rs. A. P.	BENGAL.		
							A 10 8	10 8	10 8	Crushed 3 9 0	3 8 0	3 6 0	Burdwan.	1	Burdwan Division
							B 10 8	10 8	10 8	3 10 6	3 10 6	3 10 6	Birbhum	2	
							C 10 8	10 0	10 0	3 12 0	3 12 0	4 0 0	Bankura	3	
							D 10 0	10 8	11 0	Panga 3 10 0	3 10 0	3 8 0	Midnapore	4	
							E 10 0	10 0	10 0	3 12 0	3 12 0	3 12 0	Hooghly	5	
							F 10 8	10 8	10 10	3 8 0	3 10 0	3 8 0	Howrah	6	
							G 10 10	10 10	10 11	Panga. 3 8 0	3 6 0	3 6 0	24 Parganas	7	Presidency Division.
20 0	17 12	8 10					11 0	11 0	11 0	Panga 3 6 0	3 6 0	3 5 0	Calcutta	8	
							H 11 7	11 10	11 13	Panga 3 8 0	3 7 0	3 6 0	Nadia.	9	
							I 10 8	10 8	11 8	Karkatch 3 6 0	3 6 0	3 6 0	Murshidabad	10	
							J 9 2	9 8	9 2*	Panga 3 14 0	3 14 0	3 14 0	Jessore	11	
							K 10 0	10 0	10 0	3 12 0	3 12 0	3 12 0	Khulna	12	
							L 9 12	9 12	9 12	Panga 3 13 4	3 13 4	3 13 4	Rajshahi.	13	Rajshahi Division
							M 10 10 3	10 10 3	10 0	Panga. 3 12 0	3 12 0	4 0 0	Dinajpur	14	
							N 10 0	10 0	10 0	Panga.	3 12 6	3 11 6	Jalpaiguri	15	
			14 0	13 0	12 0		O 8 4 8 8	8 8 8 8	8 0 8 0	Panga 4 12 0 Kora 4 10 0	4 8 0 4 8 0	4 12 0 5 0 0	Darjeeling	16	
							P 8 0	8 0	10 0	Panga 4 0 0	4 0 0	3 10 0	Rangpur	17	
							9 12	9 12	10 8	Panga 3 13 4	3 13 4	3 10 8	Bogra	18	
							Q 9 12	9 12	9 12	Panga 3 13 0	3 14 0	3 11 0	Pabna	19	
							R	10 0	10 0		3 12 0	3 8 0	Dacca	20	Dacca Division
							S	10 0	9 8		4 0 0	4 0 0	Mymensingh.	21	
							T 9 0	10 0	10 0	Panga 3 14 0	4 0 0	4 0 0	Faridpur	22	
							U 10 0	10 0	10 0	Panga. 3 10 0	3 10 0	3 10 0	Backergunge.	23	

…s of salt per rupee are —Jhenida 10 seers, Magura 9½ seers, Narail 10 seers,

…of salt per rupee are —Bagerhat 10 seers, Satkhira 11 seers

…of salt per rupee are —Nator 9 seers 12 chitaks, Naugaon 9 seers 10 chitaks.

…of salt per rupee is 8 seers.

Kurseong and Siliguri are 8 seers per rupee

…s of salt per rupee are :—Gaibanda 10 seers, Kurigram return not received, Nilphamari 10 seers.

Q. At Sirajganj the retail price of salt is 11 seers per rupee.

R.

S.

T. In the subdivisions the retail prices of salt per rupee are :—Goalundo 10 seers; Madaripur 10½ seers (crushed).

U. In the subdivisions the retail prices of salt per rupee are :—Pirojpur 8 seers, Patuakhali 9 seers; Bhola 9 seers.

PRICES-CURRENT (retail) of Food-grains [illegible]

Number	DISTRICTS.	Wheat. Present return.	Wheat. Next preceding return.	Wheat. Corresponding return of last year	Barley. Present return.	Barley. Next preceding return.	Barley. Corresponding return of last year	Rice, Present return.	[illegible]	[illegible]	Kangni or Kakun, Italian millet. (Setaria Italica.) Present return.	Kangni. Next preceding return.	Kangni. Corresponding return of last year.	Gram, Chana, Chhola, [illegible] (Cicer arietinum.) Present return.	Gram. Next preceding return.	Gram. Corresponding return of last year.
	BENGAL—concluded.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.			S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
	CHITTAGONG DIVISION.															
24	Tippera		...				...	9 8			...	...			...	...
25	Noakhali							10 8			...	...	...	10 0	10 0	12 0
26	Chittagong							12 14			...	...	...	10 0	10 0	11 8
	BIHAR. PATNA DIVISION.															
27	Patna	12 0	13 0	14 0	18 0	20 0	20 0	13 8			17 0	20 0	13 0	15 8	15 8	18 0
28	Gaya	11 0	11 0	10 12	19 0	20 0	22 0	10 0			15 0	14 0	9 4	15 0	14 8	17 0
29	Shahabad	11 8	11 8	12 8	16 0	16 0	17 0	19 12						16 0	16 0	16 0
30	Saran	12 4	11 0	12 0	17 8	21 0	16 0	13 8			16 0		10 0	17 0	16 0	15 8
31	Champaran	12 12	11 8	13 0	26 0	28 0	24 0	13 12			...		...	18 0	17 0	18 8
32	Muzaffarpur	11 0	10 0	12 0	20 0	20 0	18 0	11 0				...		15 0	15 0	15 8
33	Darbhanga	14 4	13 8	14 12	19 12	23 8	19 12	13 8	14 4	13	...			17 9	17 10	17 9
	BHAGALPUR DIVISION.															
34	Monghyr	13 10	14 11	14 0	23 1	21 0		11 13	11 9	11	...	...	...	15 12	15 12	17 4
35	Bhagalpur	12 10	12 10	13 6	20 4	20 4	20 4	13 4	14	[illegible]	...	...		13 14	13 14	15 12
36	Purnea	13 0	14 0	16 0		...	...	12 0			...		...	15 0	15 0	16 0
37	Malda	12 0	...					11 0			...	...		13 0	15 8	...
38	Sonthal Parganas.	9 8	9 8	10 0	15 0	15 0	15 0	14 [illegible]			...	...	...	11 0	11 0	13 8
	ORISSA. ORISSA DIVISION.															
39	Cuttack	11 2	10 8	10 8			...	14 7			...	...	...	Biri or kalai 13 2	13 2	14 7
40	Balasore	10 8	10 8	12 0	10 0	10 0	12 0	13 [illegible]			...	...		Chhola. 10 8; Biri 12 0	10 8; 12 0	12 12; 14 4
41	Puri	8 8	8 8	8 4				14 7			...		...	12 7	12 7	12 12
	CHOTA NAGPUR. CHOTA NAGPUR DIVISION.															
42	Hazaribagh	10 0	10 12	11 0	20 0	16 0	16 0	12 8			...	...		12 0	11 8	13 0
43	Ranchi ...	6 4 to 11 0	6 4 to 11 0	6 12 to 9 4	18 0	18 0	11 0	14 8			...	...	...	11 0	8 8 to 10 0	11 8 to 12 8
44	Palamau ...	9 0	10 2	10 11	16 14	18 0	14 10	10 11			...	...	...	11 4	11 8	12 8
45	Manbhum	10 0	10 0	10 0	18 0	20 0	20 0	13 8			...	...	...	12 0	12 0	12 0
46	Singhbhum ...	10 0	10 0	12 0	...	...	...	15 0			...		...	10 0	10 0	11 0

V. In the subdivisions the retail prices of salt per rupee are ;—Chandpur 9 seers , [illegible]
W At Feni Hât the retail price of salt is 9 seers per rupee.
X. At Cox's Bazar the retail price of salt is 8½ seers per rupee.
Y. In the subdivisions the retail prices of salt per rupee are —Barh 9½ seers ; Di[illegible] seers.
Z. In the subdivisions the retail prices of salt per rupee are —Jahanabad [illegible] Aurangabad return not received.
a. In the subdivisions the retail prices of salt per rupee are ;—Buxar 10 seers , Bh[illegible]
b. In the subdivisions the retail prices of salt per rupee are ;—Siwan 11 seers 8 [illegible] 13 chitaks.
c. At Bettiah the retail price of salt is 10 seers per rupee.
d. In the subdivisions the retail prices of salt per rupee are —Hajipur 10 seers 4 chitaks ; Sitamarhi 10½ seers.
e. In the subdivisions the retail prices of salt per rupee are ,—Samastipur 9 seers ; Madhubani 10 seers 11 chitaks.

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CALCUTTA,
The 7th May 1901.

Station Bazars of the Districts of Bengal on the 30th April 1901—(concluded).

Indian-corn or Maize (Zea mays). Present return	Next preceding return	Corresponding return of last year	Arhar or Thur, Cadjan Pea (Cajanus indicus) Present return	Next preceding return	Corresponding return of last year	Salt. Present return	Next preceding return	Corresponding return of last year	Wholesale prices per maund of 40 seers. Salt. Present return	Next preceding return	Corresponding return of last year	Districts	Number	
S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	Rs. A. P.	Rs. A. P.	Rs. A. P.	BENGAL—concluded.		
..	..					10 0 [v]	10 0	10 0	Panga 3 12 0	3 1? 0	3 12 0	Tippera.	24	Chittagong Division.
.	.					9 0 [w]	9 0	10 0	Panga 4 8 0	4 8 0	4 0 0	Noakhali.	25	
.			7 8	7 8	7 4	9 0 [x]	9 0	10 10	Panga 1 0 0	4 0 0	3 12 0	Chittagong.	26	
												BIHAR.		
19 0	22 0	.	13 0	10 0	14 0	10 12 [y]	10 8	11 0	Panga 3 10 0	3 10 0	3 7 0	Patna	27	Patna Division.
18 0	28 8		9 0	9 0	11 0	10 10 [z]	10 10	11 8	3 12 0	3 12 0	3 1? 0	Gaya	28	
18 0	18 0		8 0	8 0	12 0	10 0 [a]	10 0	10 8	4 0 0	4 0 0	3 13 0	Shahabad	29	
20 0	21 8	15 8	12 0	12 0	11 0	10 0 [b]	10 0	10 8	4 0 0	4 0 0	3 12 6	Saran	30	
22 0	23 0	15 8	11 8	8 1	12 0	10 0 [c]	10 0	10 9	4 0 0	4 0 0	3 13 0	Champaran	31	
18 0	22 0	15 0	12 0	11 0	11 0	10 0 [d]	10 6	11 0	Panga 3 9 0	3 9 0	[illegible] 9 0	Muzaffarpur	32	
22 0	23 1	16 8	13 3	11 0	13 3	10 11 [e]	11 0	11 4	3 12 0	3 [illegible] 0	[illegible] 8 0	Darbhanga	33	
18 14	21 0		15 12	11 11	15 12	10 8 [f]	10 8	10 8	3 8 6	3 9 6	3 12 0	Monghyr	34	Bhagalpur Division.
17 12	17 12	17 12	13 14	8 4	11 6	10 8 [g]	10 0	10 0	Panga 3 13 0	3 12 0	[illegible] 12 0	Bhagalpur	35	
	--		12 0	6 8	10 0	10 8 [h]	10 [illegible]	10 8	3 12 0	3 12 0	[illegible] 12 0	Purnea	36	
	--		10 0	10 0	0 0	9 8 [i] 9 8	9 [illegible] 9 8	10 0	Panga 4 0 0 Karkatch 1 0 0	4 0 0 4 0 0	4 0 0 1 0 0	Malda.	37	
15 0	17 0		13 0	13 0	15 0	10 0 [j]	10 0	9 8	Crushed 3 12 0	3 12 0	1 0 0	Sonthal Parganas.	38	
												ORISSA		
			12 7	12 7	13 12	12 0 [k]	12 0	13 0	3 2 0	3 2 0	2 13 0	Cuttack	39	Orissa Division
--	.		6 6	6 6	9 0	10 8 [l]	10 8	11 0	3 12 0	3 12 0	3 9 0	Balasore	40	
--		.	7 8	7 3	15 1	13 8 [m]	13 8	13 0	2 15 0	2 15 0	3 1 0	Puri	41	
												CHOTA NAGPUR		
17 0	17 0	12 0	8 0	7 0	8 8	9 0	9 0	9 0	Panga 1 4 0	4 7 0	1 5 0	Hazaribagh.	42	Chota Nagpur Division
18 0	16 0		7 0 to 8 0	7 0 to 8 0	6 12	9 8	9 8	9 4	Panga 1 2 0	4 2 0	4 4 0	Ranchi.	43	
14 0	14 10	12 6	16 14	16 14	9 9	7 14	9 0	9 0	.			Palamau	44	
20 0	16 0	18 0	8 8	10 0	9 0	10 0 [n]	10 0	10 0	Panga 3 13 0	3 10 0	3 12 0	Manbhum	45	
--		...	8 0	10 0	10 0	9 0	9 0	10 0	3 8 0	3 8 0	4 0 0	Singhbhum	46	

f. In the subdivisions the retail prices of salt per rupee are —Begusarai 10½ seers, Jamui 10 seers.
g. In the subdivisions the retail prices of salt per rupee are —Banka 10 seers, Madhipura 9½ seers, Supaul 10 seers.
h. In the subdivisions the retail prices of salt per rupee are —Kishanganj 9 seers, Arraria 9 seers.
i. At Balia Nawabganj the retail price of salt is 9½ seers (panga and karkatch) per rupee.
j. In the subdivisions the retail prices of salt per rupee are —Deoghur 10½ seers (panga), Godda 10 seers (crushed), Jamtara 11 seers (karkatch), Pakaur return not received, Rajmahal 11 seers (karkatch).
k. In the subdivisions the retail prices of salt per rupee are —Jajpur 10 seers (panga), Kendrapara 10 seers (panga).
l. At Bhadrak the retail price of salt is 10½ seers per rupee.
m. At Khurda the retail price of salt is 13 seers per rupee.
n. At Gobindpur the retail price of salt (panga) is 10 seers per rupee.

Published for general information.

F. A. SLACKE,
Secretary to the Govt. of Bengal.

PRICES-CURRENT (wholesale) of Food-grains, Firewood, &c.,

Number	Marts	Rice (best sort). Present return	Rice (best sort). Next preceding return.	Rice (best sort). Corresponding return of last year	Common rice (mota chaul). Present return.	Common rice (mota chaul). Next preceding return.	Common rice (mota chaul). Corresponding return of last year	Wheat (Triticum sativum). Present return.	Wheat (Triticum sativum). Next preceding return.	Wheat (Triticum sativum). Corresponding return of last year.	Barley (Hordeum vulgare). Present return.	Barley (Hordeum vulgare). Next preceding return.	Barley (Hordeum vulgare). Corresponding return of last year.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
1	Calcutta	5 4 0	5 4 0	4 12 0	4 4 0	4 4 0	3 4 0	3 12 0	5 0 0	3 12 0	2 4 0	2 4 0	2 6 0
2	Burdwan ..	3 13 0	3 13 0	3 4 0	3 4 0	3 4 0	2 13 0	...		...	...	...	...
3	Midnapore	4 0 0	4 0 0	3 12 0	2 14 0	2 12 0	2 14 0		..	..	...	...	...
4	Pabna ..	6 10 0	6 10 0	6 0 6	3 12 9	3 12 6	2 14 3	3 2 0	3 2 0	2 10 3	...	...	...
5	Rangpur	5 12 0	5 12 0	4 8 0	3 12 0	3 12 0	2 7 0	4 0 0	4 0 0		...	...	...
6	Dacca*		4 8 0	3 6 0		4 0 0	2 10 0		3 12 0	3 8 0		2 12 0	2 0 0
7	Chittagong		..		3 8 0	3 4 0	2 14 0			..		...	...
8	Patna ..	3 14 0	3 14 0	3 4 0	2 13 0	2 11 0	2 10 0	3 4 0	3 0 0	2 12 0	2 3 0	1 15 0	1 15 0
9	Muzaffarpur ..	4 7 0	4 7 0	5 4 0	3 5 3	3 1 3	3 1 3	3 5 3	3 5 3	3 1 3	1 14 6	1 14 6	2 1 6
10	Bhagalpur ..	3 10 0	3 8 0	3 6 0	3 0 0	2 13 0	2 14 6	3 2 0	3 3 0	3 0 3	1 15 0	1 14 6	1 15 6
11	Cuttack ..	3 12 0	3 12 0	3 6 9	2 10 0	2 10 0	2 8 6	3 6 0	3 9 0	3 12 6	...	..	...
12	Ranchi ...	3 7 7	4 0 0 to 5 0 0	5 0 0	2 13 6	2 15 0	4 2 0	3 10 0 to 6 6 4	3 10 0 to 6 6 4	4 5 0 to 5 14 9	2 3 6	2 3 6	3 10 0

* Present return not received

CALCUTTA,
The 7th May 1901.

Juar or Cholum (*Sorghum vulgare*).			Bajra or Cumbu (*Pennisetum typhoideum*).			Marua or Ragi (*Eleusine coracana*).			Gram, Chana, Chola, Kadalay, or Sunaga (*Cicer arietinum*).		
Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year.
15	16	17	18	19	20	21	22	23	24	25	26
Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
2 0 0	2 0 0		2 0 0	2 0 0	4 8 0		...		3 2 0	3 4 0	2 12 0
...	...	...	...	...		...	...	...	3 6 0	3 6 0	3 0 0
...	...	...				...	...		3 12 0	3 8 0	...
...		...	...	...	...		...		3 8 9	3 5 0	2 10 6
...	...	...	...		...	...		...	3 12 0	3 12 0	2 10 0
...	...	...	...		...	...	...			3 8 0	2 12 0
...	...		...	...	...	...			4 0 0	4 0 0	3 8 0
2 3 6	2 3 0		...	...	...				2 8 0	2 8 0	2 3 0
...	...	...	...	...					2 9 3	2 8 0	2 8 0
...	...	...	...	...	...	...	...		2 13 0	2 13 0	2 10 6
...	...	...	...		...	...	...	...	2 13 0	2 13 0	2 8 6
...	...	...		...	...	...			3 10 0	4 0 0 to 4 11 0	3 8 3 to 3 7 6

Indian corn or maize (*Zea mays*)			Arhar dal or Thur—Cadjan pea (*Cajanus indicus*).			Linseed.			Mustard and Rapeseed.		
Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year.
27	28	29	30	31	32	33	34	35	36	37	38
Rs. A. P.	Rs. A. P	Rs A. P	Rs. A. P	Rs. A. P	Rs A. P.	Rs. A P	Rs A P	Rs. A. P	Rs. A. P	Rs. A P	Rs. A. P.
1 8 0	2 0 0		4 2 0	5 0 0	3 12 0	6 8 0	5 8 0	5 8 0	5 8 0	5 8 0	4 8 0
	...	..	5 0 0	5 0 0	4 2 0	.		..	4 12 0	4 12 0	5 0 0
...	...		5 0 0	5 0 0		5 5 0	4 12 0	4 12 0	Black mustard 4 12 0 to 5 4 0 Rapeseed 4 10 0	5 8 0 4 8 0	5 8 0 5 0 0
...	...		5 5 3	5 5 0	4 1 0	5 10 0	5 6 0	5 2 0	6 0 0	5 8 0	5 8 0
2 12 0	2 12 0		5 0 0	5 0 0	4 8 0	..		...	6 4 0	6 8 0	4 8 0
..	...		...	4 8 0	4 12 0			...	...	...	..
...	...	...	6 6 0	6 4 0	5 8 0	..			6 2 0	6 0 0	5 0 0
2 1 0	1 12 0		8 0 0	3 14 0	2 12 0	5 10 0	5 3 0	4 6 0	4 6 0	4 6 0	4 6 0
2 1 6	1 11 9	3 7 6	3 1 3	3 5 3	2 5 3	...		..	.	...	...
2 3 6	2 4 0	2 4 0	4 7 0	4 13 0	3 8 0	..	...	5 4 0	5 8 0	4 10 0	5 4 0
	..	...	3 0 0	3 0 0	2 8 0	...	...	...	4 1 8	3 12 0	3 14 6
...		...	5 5 9	5 0 0 to 5 11 6	5 14 9	3 13 0	5 0 0	5 0 0	4 13 6	5 0 0	5 15 3

Til or jinjili seed.			Sugar (raw).			Cotton, cleaned			Jute.		
Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year	Present return	Next preceding return	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year
39	40	41	42	43	44	45	46	47	48	49	50
Rs. A. P	Rs. A P	Rs. A P	Rs. A P	Rs A P	Rs. A P	Rs A. P	Rs. A P	Rs. A P	Rs. A P.	Rs. A. P	Rs. A. P.
5 8 0	5 4 0	5 0 0	4 0 0	4 0 0	4 10 0	17 0 0	18 0 0	18 0 0	5 0 0	5 0 0	5 8 0
	...	...	3 2 0	3 2 0	4 8 0	16 0 0	16 0 0	21 0 0	...	..	...
...	...		3 12 0 to 4 0 0	3 8 0 to 4 0 0	4 0 0 to 4 8 0	21 0 0	21 0 0	18 0 0 to 20 0 0	...	.	...
...		...	4 4 0	4 0 0	3 14 0	21 0 0	21 0 0	20 0 0			5 12 0
...	..	...	5 12 0	5 12 0	6 0 0		...	...	4 8 0	4 8 0	6 4 0
...	...	...		6 0 0	6 0 0		..			5 0 0	5 12 0
...	..	...	5 8 0	5 0 0	4 12 0	14 0 0	14 4 0	17 4 0		...	...
4 14 0	4 14 0	5 11 0	3 8 0	3 8 0	3 8 0	16 0 0	16 0 0	20 0 0	3 0 0	3 8 0	5 0 0
...	...	...	3 1 3	3 5 3	4 0 0	...	...	...	...	...	...
...	..	...	5 4 0	5 4 0	5 0 0	19 0 0	19 8 0	22 0 0		...	...
4 6 [illegible]	4 4 0	3 12 0	4 8 0	4 8 0	4 8 0	22 0 0	22 0 0	24 0 0	...	...	...
...	...	...	4 2 0	4 3 0 to 4 7 0	5 11 0 to 6 2 3	20 0 0	20 0 0	22 12 0	...	...	...

Ghi (clarified butter).			Tobacco leaf.			Hides (cow).			Grass.		
Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year	Present return.	Next preceding return.	Corresponding return of last year
51	52	53	54	55	56	57	58	59	60	61	62
Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P.	Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P	Rs. A. P.	Rs. A. P
38 0 0	39 0 0	35 0 0	9 0 0	9 0 0	6 0 0	Per 100 pieces. 255 0 0	260 0 0	250 0 0	1 0 0	1 0 0	1 2 0
37 4 0	37 4 0	35 0 0	.	..	..				...	...	...
40 8 0 to 40 0 0	42 0 0	36 0 0 to 37 0 0	6 8 0 9 4 0	Madhukhali. 8 0 0 Pulta 11 0 0	8 0 0 10 8 0	Uncleaned hides per piece 1 0 0 to 2 4 0 Cleaned hides per piece 1 4 0 to 2 8 0	1 0 0 to 2 4 0 1 4 0 to 2 8 0	0 12 0 to 2 0 0 1 0 0 to 2 4 0	...	...	...
52 0 0	52 0 0	45 0 0	11 0 0	11 0 0	10 0 0		..		..	...	...
45 0 0	45 0 0	38 0 0	10 8 0	10 0 0	5 0 0	..	..	...	0 2 6	0 2 6	0 2 6
	45 0 0	35 0 0	.	10 0 0	10 0 0		30 0 0 per maund.	25 0 0		0 4 0	0 4 0
42 8 0	42 0 0	39 0 0	16 12 0	10 8 0	10 0 0	19 0 0	18 4 0 per maund.	19 0 0		...	...
34 0 0	34 0 0	31 0 0	3 0 0	3 0 0	3 0 0		..	..	0 6 0	0 6 0	0 5 0
33 10 0	33 10 0	32 0 0		8 0 0	11 7 0	..	...	..	...	..	...
39 0 0	37 8 0	36 0 0	..	..	7 4 0			...	...	..	...
45 0 0	45 0 0	33 8 0	4 2 0	4 4 0	4 4 0	25 0 0	25 0 0 per maund.	25 0 0	0 8 6	0 8 6	0 8 11
36 0 0 to 42 10 8	37 10 0 to 44 2 0	34 0 0 to 40 0 0	8 0 0 to 13 0 0	8 0 0 to 13 0 0	8 0 0 to 13 0 0	1 0 0	1 0 0 per piece	1 0 0	0 4 0	0 4 0	0 4 0

in the undermentioned Marts of Bengal on the 30th April 1901.

Straw. Present return.	Straw. Next preceding return.	Straw. Corresponding return of last year	Juar stalks. Present return.	Juar stalks. Next preceding return.	Juar stalks. Corresponding return of last year	Iron. Present return.	Iron. Next preceding return.	Iron. Corresponding return of last year	Firewood. Present return.	Firewood. Next preceding return.	Firewood. Corresponding return of last year	Salt. Present return.	Salt. Next preceding return.	Salt. Corresponding return of last year.	Marts.
63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78
Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
1 4 0	1 4 0	0 10 0				5 4 0	5 4 0	5 4 0	0 8 0	0 8 0	0 8 0	3 6 0	Panga. 3 6 0	3 5 0	1. Calcutta.
0 9 0	0 9 0	0 6 0	..		...		..		0 8 0	0 8 0	0 8 0	3 4 0	3 4 0	3 6 0	2. Burdwan.
0 3 0	0 3 0	0 2 11	...			5 0 0 to 5 4 0	5 0 0 to 5 4 0	6 0 0 to 6 8 0	0 4 0	0 4 0	0 3 0	3 10 0	3 10 0	3 8 0	3. Midnapore.
1 0 0	1 0 0	1 0 0	...		...	7 0 0	7 0 0	7 0 0	0 5 0	0 5 0	0 4 0	3 13 0	Panga. 3 14 0	3 14 0	4. Pabna.
0 7 0	0 7 0	0 7 0	...	..		8 0 0	8 0 0	6 4 0	0 5 0	0 5 0	0 4 0	4 0 0	4 0 0	3 10 0	5. Rangpur.
...	..	...	...				6 8 0	5 8 0		0 5 6	0 5 0		3 12 0	3 8 0	6. Dacca.
...	...	...	...			6 8 0	6 12 0	7 8 0		...		4 0 0	Panga. 4 0 0	3 12 0	7. Chittagong.
	0 7 0	0 5 0			...	5 0 0	5 0 0	4 0 0	0 6 0	0 6 0	0 5 0	3 10 0	Panga. 3 10 6	3 7 0	8. Patna.
...		.	...	...	...	5 11 6	5 11 6	6 10 6½	0 4 0	0 4 0	0 4 0	3 13 0	Panga. 3 13 0	3 9 0	9. Muzaffarpur.
	...		...			5 12 0	5 8 0	7 0 0	0 5 9	0 5 9	0 5 6	3 13 0	3 12 0	3 12 0	10. Bhagalpur.
0 6 0	0 6 0	0 6 0	...		...	4 4 0	4 4 0	4 2 0	0 4 0	0 4 0	0 4 0	3 2 0	Karkatch 3 [illegible] 0	2 13 0	11. Cuttack.
No fixed rate.			...	...	...	5 11 6	5 11 6	8 0 0	0 4 0	0 4 0	0 4 0	4 2 0	Panga. 4 2 0	4 4 0	12. Ranchi.

(Columns 69–77 are headed: PRICES PER MAUND OF 40 STANDARD SEERS.)

F. A. SLACKE,
Secretary to the Govt. of Bengal.

Results of the Meteorological Observations taken at the Alipore Observatory from 28th April to 4th May 1901.

Month	Date	Maximum in sun.	Number of hours of bright sunshine.	Mean pressure barometer at 32° Fahr	Temperature. Mean.	Maximum.	Range.	Minimum.	Hygrometry. Mean wet bulb	Vapour tension.	Dew point.	Humidity	Wind. Prevailing direction	Miles recorded.	Rain.	Weather.
				Inches		°	°	°	°	Inch		%			Inches	
April	28th	149 8	1 4	29 801	86 5	96 4	17·1	79 3	79·0	0 934	77 2	76	SW and SSW	153	Nil	Chiefly cloudy, o
"	29th	144 8	0·2	·806	84 7	94 0	13 7	80 3	78 9	912	76·4	77	SW by S, SW and variable	100	"	Chiefly cloudy, o, t.
"	30th	148 8	8 7	·841	83 7	94 0	17 8	76·2	76 6	830	73·6	73	SE by S, SSW and SSE	148	0·01	Chiefly cloudy, o, d.
May	1st	150·0	7·0	826	85 4	96 7	21 5	75·2	78 1	·881	75 4	74	SSE and SSW	116	Nil	Partially cloudy.
"	2nd	148 9	10 2	·798	87 2	96·2	18 0	78·2	80 1	·938	77 1	74	S and S by E ..	156	"	Chiefly clear.
"	3rd	153 8	10 3	·766	87 4	97 4	19 1	78 3	79 5	·904	76 2	71	SSE and variable	132	"	Chiefly clear
"	4th	153 4	9 1	640	85·6	96 7	22 0	74·7	76 9	804	72 7	65	S SW and SSE	116	"	Chiefly clear

	Inches.
The mean pressure of the seven days . . .	29 783
The average pressure of the corresponding period for 24 years, Surveyor-General's Office	29·712
	Hours.
The total number of hours of bright sunshine	41 9
The maximum possible number of hours of sunshine	90 5
The mean temperature of the seven days .	85·8°
The average temperature of the corresponding period for 24 years, Surveyor-General's Office	85 5
The extreme variation of temperature	22 7
The maximum temperature	97 4
	Miles
The highest velocity of the wind in one hour	13
	%
The mean relative humidity	73
The average relative humidity of the corresponding period for 24 years, Surveyor-General's Office	72
	Inches.
The total fall of rain from 28th April to 4th May 1901	0·01
The average fall of the corresponding period for 24 years, Surveyor-General's Office	0 70
The total fall from 1st January to 4th May 1901	4 81
The average fall of the corresponding period for 24 years, Surveyor-General's Office	5·25

The mean pressure, temperature, &c, are deduced from the traces of the Barograph and Thermograph, and from eye observations

The maximum and minimum temperatures are obtained from self-registering thermometers. All the thermometers are verified and the readings have been corrected to a standard constructed and verified at the Kew Observatory They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground

The barometer readings are corrected approximately to those of the standard, Newman's No. 86, formerly at the Surveyor-General's Office

The hygrometric elements are obtained from Tables III, IV, and V of the official tables computed in the Meteorological Office, and based on Regnault's modifications of August's formula.

The directions and the movement of the wind are taken from the trace of a Beckley's anemograph.

The mouth of the rain-gauge is one foot above the ground.

o, overcast, t thunder, d, drizzling rain.

METEOROLOGICAL OFFICE, GOVT. OF INDIA,
Alipore (Calcutta), the 6th May 1901.

G. W. KÜCHLER,
For Meteorological Reporter to the Govt. of India and Director-General of Indian Observatories.

IRRIGATION DEPARTMENT, BENGAL.

Abstract statement showing Tollage on Canals in Bengal classed as Major Works for the month of March 1901, as compared with that of the corresponding month of the previous year.

Canals	Tollage, 1900-1901		Tollage, 1899-1900	
	During the month	To end of the month	During the month	To end of the month.
1	2	3	4	5
	Rs A P	Rs A P	Rs A P	Rs A P
Orissa Circle				
Taldanda Canal System	1,157 5 5	20,104 13 3	1,433 8 0	12,648 2 8
Kendrapara ditto	7,185 12 8	51,596 10 10	6,555 7 11	67,343 5 1
High Level, Range I	2,436 11 6	13,520 2 1	1,533 0 3	14,103 4 6
Ditto, „ II	388 0 9	2,996 8 0	294 15 3	3,105 10 0
Ditto, „ III	73 4 0	708 8 9	80 11 6	1,210 0 6
Jajpur Canal	58 14 3	426 3 3	45 1 3	431 7 3
Total Orissa Circle	11,300 0 7	89,352 14 2	9,942 12 2	98,841 14 0
South-Western Circle				
Midnapore Canal	9,152 7 0	97,281 9 0	5,139 13 3	87,935 1 9
Hijili Tidal Canal	4,941 2 9	45,209 8 0	5,115 13 9	50,819 11 9
Total South-Western Circle	14,093 9 9	1,42,491 1 0	10,255 11 0	1,38,754 13 6
Sone Circle				
Patna Canal System	2,096 13 3	15,042 4 2	2,705 1 6	42,357 10 9
Arrah ditto	958 13 9	13,094 0 9	1,667 10 3	27,292 11 0
Buxar ditto	170 12 0	8,286 9 0	1,014 6 6	15,882 12 0
Total Sone Circle	3,226 7 0	36,422 13 11	5,387 2 3	85,533 4 9
GRAND TOTAL	28,620 1 4	2,68,266 13 1	25,585 9 5	3,23,130 0 3

Government Transport Service

Canal	Tollage 1900 1901						Tollage 1899 1900.					
	During the month			To end of the month			During the month			To end of the month		
	Passengers	Goods	Total receipts	Passengers	Goods	Total receipts	Passengers	Goods	Total receipts	Passengers	Goods	Total receipts
1	2	3	4	5	6	7	8	9	10	11	12	13
Orissa Circle	No	Mds	Rs A P	No	Mds	Rs A P	No	Mds	Rs A P	No	Mds	Rs A P
High Level										44 637	2 884	40 340 11 0
Total Orissa Circle		...			...				...	44 637	2 884	40 340 11 0

Assessed Tollage Receipts

Canals.	Earnings, 1900-1901		Earnings, 1899-1900	
	During the month	To end of the month	During the month.	To end of the month.
1	2	3	4	5
	Rs A P	Rs A P	Rs. A P	Rs. A P
Orissa Canals ..	11,300 0 7	89,352 14 2	9,942 12 2	1,45,191 9 0
Midnapore Canal	9,152 7 0	97,281 9 0	5,139 13 3	87,935 1 9
Hajili Tidal Canal .	4,941 2 9	45,209 8 0	5,115 13 9	50,819 11 9
Sone Canals ...	3,226 7 0	36,422 13 11	5,387 2 3	85,533 4 9
Total ...	28,620 1 4	2,68,266 13 1	25,585 9 5	3,69,479 11 3

CALCUTTA,
The 7th May 1901.

MADHU SUDAN SEN GUPTA,
Offg Under-Secy. to the Govt. of Bengal.

IRRIGATION DEPARTMENT, BENGAL.

Abstract Statement showing Tollage on Canals in Bengal classed as Minor Works and Navigation for the month of March 1901, as compared with that of the corresponding month of the previous year

Canals	Tollage, 1900-1901.						Tollage, 1899 1900.					
	During the month			To end of the month			During the month			To end of the month		
1	2			3			4			5		
	Rs	A	P	Rs.	A	P	Rs	A.	P	Rs.	A.	P.
Calcutta and Eastern Canals	27,489	14	0	3,18,160	15	3	38,870	8	9	3,45,090	1	9
Tolly's Nala	6,245	11	0	83,679	4	6	9,666	13	9	93,556	10	6
Total ..	33,735	9	0	4,01,840	3	9	48,537	6	6	4,38,646	12	3
Orissa Coast Canal ...	6,353	4	9	50,355	13	9	3,701	7	0	43,430	4	0
Nadia Rivers ...	3,331	13	0	1,00,798	8	0	6,032	0	0	1,10,002	7	0
Grand Total ..	43,420	10	9	5,52,994	9	6	58,270	13	6	5,92,079	7	3

CALCUTTA,
The 7th May 1901

MADHU SUDAN SEN GUPTA,
Offg. Under-Secy to the Govt. of Bengal.

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT

Approximate Return of Traffic on the Circular and Eastern Canals for the week ending Saturday, the 27th April 1901, as compared with the corresponding week of the previous year.

Nature of Cargo	Week ending Saturday, the 27th April 1901			Week ending Saturday, the 28th April 1900		
	Number of boats	Weight of cargo.	Tollage	Number of boats.	Weight of cargo	Tollage.
		Mds	Rs		Mds	Rs
Rice and paddy . .	168	78,725	755	312	72,245	1,177
Jute .	13	15,407*	136	8	4,650	44
Firewood .	21	17,250	257	27	22,450	339
Other articles .	411	1,26,120	1,415	437	1,37,420	1,616
Total ...	613	2,37,502	2,563	784	2,36,965	3,176

* Weight by canal measurement, 16,262½ maunds.

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT.

Approximate Return of Traffic on the Circular and Eastern Canals for the week ending Saturday, the 4th May 1901, as compared with the corresponding week of the previous year.

Nature of Cargo	Week ending Saturday, the 4th May 1901			Week ending Saturday, the 5th May 1900		
	Number of boats	Weight of cargo	Tollage.	Number of boats.	Weight of cargo	Tollage.
		Mds.	Rs		Mds.	Rs.
Rice and paddy	224	98,585	1,141	522	1,86,525	2,289
Jute	14	5,825*	61	4	1,850	27
Firewood	64	48,475	709	67	49,775	753
Other articles	566	1,38,296	1,807	636	1,87,298	2,485
. Total ..	868	2,90,681	3,718	1,218	2,75,445	5,504

* Weight by canal measurement, 5,613½ maunds.

EAST INDIAN RAILWAY.

Statement of Goods Traffic in staples carried during the four weeks ending 23rd February 1901 as compared with the same period of 1900

STAPLES.	1900 Weight	1900 Freight.	1901 Weight.	1901 Freight	INCREASE Weight.	INCREASE Freight	DECREASE Weight	DECREASE Freight.
	Mds	Rs.	Mds.	Rs	Mds.	Rs	Mds	Rs.
Apparel, including drapery, haberdashery millinery, uniforms, accoutrements, boots and shoes	6,484	7,058	6,874	7,953		895	110	..
Coal & Coke carried for the public and foreign railways	88 83 631	12,14,721	1,16 46,851	14 31 194	27,63,220	2,16,473		...
Cotton—								
(1) Raw	1,41 045	82,112	1,90,101	1 03 423	49,146	21,311		..
(2) Manufactured—								
(a) Twist and Yarn, European	5 704	6 017	3,681	3 358	...		1 023	2,659
(b) Ditto, Indian	38 626	12 239	35,655	11 5.9			2 971	680
(c) Piece-goods, European	1,40 769	1 43 376	1,54,484	1,51 394	13 715	8 018	...	
(d) Ditto, Indian	20,398	18,906	23,577	11 793	3 179			2 113
(e) Others			1 413	1 411	1,413	1 412		...
Chemicals excepting saltpetre			4,672	3,873	4,672	3,673	..	...
Drugs—								
1.—Intoxicating, other than opium	192	116	962	606	770	490		
2.—Non-intoxicating	9 253	7 404	4,712	3,348			4,541	4,056
Dyes and Tans—								
1.—Al (Morinda citrifolia)	379	168	143	60			236	108
2.—Alizarine and aniline dyes	546	510	1,059	915	513	405	..	
3.—Cutch	1 144	528	824	390			320	138
4.—Indigo	4,676	3 448	4,827	6,170	1,151	2,683	...	
5.—Myrabolams	24 837	7 024	16,373	6,471		...	8,464	553
6.—Tanning barks			14,673	939	14,673	939	...	
7.—Turmeric	11 890	10,604	12 543	11 545	653	941	..	
8.—Others	9,474	979	17,122	5 963	7,648	4,984		..
Fodder—								
1.—Oil-cake	83 338	13 103	68 897	12 097			14,441	1,006
2.—Hay straw and grass		...	19,018	3 580	19 018	3 580		
Fruits and vegetables, fresh	16,130	5,300	24,026	6 007	8,897	1,497	..	..
Grain and Pulse—								
1.—Wheat	3 83 610	73,314	2 73 566	68 981			1 10 044	4,333
2.—Wheat flour	41 420	10 415	42,405	11 186	985	771		
3.—Rice in the husk	1 52 000	25 784	1 40,410	32 100	..	6,316	11,590	...
4.—Rice not in the husk	11 96 685	4 30 445	9,47 315	1 73 868			2,49,370	2,56,577
5.—Jowar and bajra	1 67 770	23 488	1,37,054	17 146			30 716	6 142
6.—Gram & pulse	13,70 374	5 32 603	4 09 876	1 04 835			9,60,498	4,27,827
7.—Others	5,93,836	1,45,054	2,13 551	41 108		...	3,80,285	1,03 946
Hides and Skins—								
1.—Hides of cattle	2,09 635	1 29 325	96,314	2 450	...		1 13,321	86 875
2.—Skins of sheep &c	19,751	11,614	21 445	1 450	1,694	836		
Horns	918	328	3,348	1 335	2,430	1,007	..	
Hemp (Indian) and other fibres (excluding jute)	87,440	14,011	54,541	13 534			32,905	1 477
Jute—								
1.—Raw	60,477	6 2?7	1,42,017	17 225	81 540	10 968		
2.—Gunny-bags and cloth	1,16 054	47 893	1,32 070	68 46	16,016	20 753		
Lac	81,915	44 650	50 418	28 382	..		31,497	16 268
Leather—								
1.—Unwrought	1 319	3,415	2 775	5 186	1,456	1,771		
2.—Wrought excepting boots and shoes	2 315	2,905	1,486	1 935		..	829	970
Liquors—								
1.—Ale and Beer	12,356	5,679	13,943	5 529	1,587	...	.....	150
2.—Spirits of all kinds, including country spirit	1 035	1 365	965	1 141			70	224
3.—Wines	4,865	5,338	3 109	3 886			1,756	1,452
4.—All other sorts, including toddy and fermented liquor, other than ale and beer	167	35	45	186		151	122	
Metals—								
1.—Brass, unwrought	1 500	721	1 263	803	-	82	237	
2.—Do., wrought	20,919	9 400	18,457	6 231		...	2,462	3 169
3.—Copper, unwrought	465	271	155	131			310	140
4.—Do., wrought	878	531	878	681		150		......
5.—Iron and steel—								
(a) Cast	16 801	3 457	21,883	6 168	5 082	2,711		
(b) Unwrought	20 685	1,707	73 746	6 543	53,061	4 836		
(c) Wrought	69,786	33 695	79,511	31 654	9 725			
(d) Manufactures of iron and steel	46 015	16 236	46,719	20 4 9	704	4 244		41
6.—Zinc and spelter	3,450	3,045	1,475	877			1,975	2,168
7.—Others	14 991	11 020	6,863	7 941		..	8 128	3,079
Oils—								
1.—Kerosine	1,47 536	52 178	1,54,152	51 751	6,616			427
2.—Castor	4,368	1 160	3,406	900			962	260
3.—Cocoanut	5 116	2 058	3 405	943		...	1,711	1 115
4.—Mustard and rape	7 486	2,768	9,322	6 178	1,836	3 710		
5.—Others	5,060	3,551	3,817	1 960			1,243	1,592
Oilseeds—								
1.—Castor	41,797	8 590	31,880	9,3 9	..	800	9 917	
2.—Earthnuts	438	43	70	15			368	28
3.—Linseed	53,324	12,576	1 981	355		...	51 343	12,221
4.—Poppy	2 982	562	1,105	230			1,877	332
5.—Rape and mustard	1,67,328	40,710	1,80,361	53 119	13 033	12,409		
6.—Til or jinjili	88 080	12,623	1,62,400	44,060	74 320	31 437	......	..
7.—Others	26 882	5 398	44,337	7,715	17,455	2,317		..
Opium	389	194	361	304	..	110	28	
Paper and pasteboard	19,909	9,317	13 811	7,790		..	6,098	1,527
Provisions—								
1.—Dried fruits and nuts	15,737	8,907	15,883	7 105	146			1,802
2.—Ghee	52 855	38,129	49,480	35 060			3,375	3,069
3.—Potatoes	1,09,323	17,509	1,23,473	28 205	14 150	10,696		
4.—Others	77,323	31 852	93,698	39,071	16,375	7 219		..
Railway plant & rolling-stock carried for the public & foreign railways—								
1.—Locomotives, engines and tenders and parts thereof	14,288	3 056	1,136	1,054			13,152	2,002
2.—Carriages and trucks and parts thereof	4,488	699	1,792	630	...		2,696	69
3.—Materials—								
(a) Steel rails and fish-plates	12,573	2,065	10,609	3,171	...	1,106	1,963	...
(b) Sleepers and keys of steel and cast-iron	10,612	5,637	650	173	.. ...	...	9,962	5,464
(c) Other sorts	1,92,514	22,768	77,205	10 667		..	1 15,310	12,101
Salt	5,30,315	91,457	4,20,233	75,255		..	1,10,082	16,155

STAPLES	1900.		1901.		INCREASE.		DECREASE.	
	Weight	Freight.	Weight	Freight	Weight	Freight	Weight	Freight.
	Mds.	Rs	Mds	Rs	Mds.	Rs	Mds.	Rs.
Saltpetre and other saline substances—								
1—Saltpetre	50 254	23 249	30 636	18 200			10,618	6,049
2—Other saline substances	30,040	11,305	31,612	8 811	572	...		1,494
Silk—								
1—*Raw*—								
(a) Foreign			7	1	7	1		
(b) Indian	4,533	2 104	3,763	1,525			970	579
2 *Piece goods*—								
(a) Foreign	4	13	22	19	18	6		
(b) Indian	331	460	66	154			265	306
Spices—								
1—Betel nuts	17 238	13,741	23 [illegible]	18 722	[illegible] 303	4,981		
2—Cardamoms	1 091	1 107	881	755			260	352
3—Chillies	21,384	11,163	28 559	19 098	7 175	7,935		
4—Ginger	1 687	867	1 390	464			297	373
5—Pepper	[illegible]	1 708	1 [illegible]	1 709		1	186	
6—Others	3 889	1,659	7 71	3,710	3,836	2 051		
Stone and lime	5 51,088	73 [illegible]	4,09 860	62 651			1,41,228	10,448
Sugar—								
1—Refined	9 794	4 809	41 009	15 887	31,215	11 078	..	...
2—Unrefined—								
(a) Sugar	1 44 701	21 710	3 09,[illegible]	44 066	65,181	23,356		
(b) Gur, rab jaggery molasses and other saccharine produce	3 19 618	[illegible] 479	[illegible] 73 983	93,882	3 05,365	30 403		......
Tea—								
1—Foreign								
2—Indian	1 582	1 321	1 018	1 16	36		3	156
Tobacco	26 624	12 7 0	27 232	12 160	608			640
Wood—								
1—Timber unwrought	1 36 982	21 [illegible]7	1 15 3 7	19 8			20,925	1,202
2—Manufactures	1[illegible]	4 327	13 [illegible]5	4 [illegible]			169	111
Wool—								
1—Raw	4 74	2 507	[illegible]	3 077		570	1,144	
2—Manufactured—								
(a) Carpets and rugs	1 118	1,380	1 3[illegible]	1 313	189			67
(b) Piece goods European	5	28	414	91	371	63		
(c) Ditto Indian	2 114	1 729	2 7 8	788	644		...	941
(d) Other sorts of manufactures			3 141	1,233	3 141	1,233		
All other articles of merchandise—								
1—Bones	40 593	9 049	38 039	9 208		159	3,554	
2—Firewood	17 054	3 840	74 [illegible]	6,172	27 893	2,332		
3—Indigo seed	60 035	24 101	[illegible] 440	16 118			8,595	7,549
4—Paints and colours	8 676	6 136	[illegible]	1, 10			4,318	3 946
5—Seeds other than oilseeds	80 137	2 633	20 400	4 111			60,237	19,494
6—Others	14 47 160	3,70 049	12 76 [illegible]	3 19 168			1 71,094	29,881
Total	1 87 67,152	42 18 940	1 96 88 9 7	3 [illegible] 601	9 21 02[illegible]			5,84,398
Military stores	16 [illegible]	33 269	1[illegible]	18 [illegible]			4,744	14,535
Coal for railway	10 [illegible]	16 6 8	10 58 16	33,170	6,924	2 9 1		
Railway materials	17 [illegible]	5 1[illegible]	18,82,6[illegible]	61 721	1,43 [illegible]	2 595		..
Live-stock		14 881		18 883		4 001		
Total	2 1 [illegible]	44 22 223	2,28,38 [illegible]7	38 [illegible]	10,47,379			5,89 304

C. W CLARKE, *Assistant Auditor*

TRAFFIC AUDIT OFFICE, GOODS DIVISION, JAMALPUR, *the 2nd May 1901*

BENGAL AND NORTH-WESTERN RAILWAY.

Statement of goods traffic for the month of December 1900, compared with the corresponding period in 1899.

Description of goods	1899 Tons	1899 Rs	1900 Tons	1900 Rs	Increase Tons	Increase Rs	Decrease Tons	Decrease Rs	Explanation of fluctuations by the Traffic Manager
I.—Apparel, including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes			60	587	60	[illegible]			New entry
II.—Coal and Coke carried for the Public and Foreign Railways	3 290	5 869	4,221	6 595	931	7[illegible]			Demand for brick burning
III.—Cotton—									
1 Raw	132	1 261	167	2,085	[illegible]	824			
2. Manufactured— (a) Twist and yarn, European	23	177	33	209	10	[illegible]			Greater demand for Cawnpur goods
(b) Twist and yarn, Indian	[illegible]53	4,933	501	4 386	[illegible]48	2 453			
(c) Piece-goods, European	1 7 1	13 713	1 5 [illegible]	11 [illegible]32			170	2 [illegible]81	
(d) Piece-goods, Indian	383	[illegible]171	315	2 810			68	311	
(e) Others			1	7	1	[illegible]			
IV.—Chemicals, excepting saltpetre									
V.—Drugs— 1 Intoxicating other than opium	1	40	1	4	..			36	
2 Non intoxicating— (a) Medicinal preparations									
(b) Others	143	1 601	215	1 088	..			513	
VI.—Dyes and Tans— 1 Al (Morinda citrifolia)	4	40	5	43	1	3			
2 Alizarine and aniline dyes	6	31	4	31		1	2		
3. Cutch	1 2 5	1[illegible] 331	[illegible]	10 312	[illegible]06	3 9 9			Increased production
4 Indigo	2	9	1	8			1	6	
5 Myrabolams			57	188	57	188			
6 Tanning barks	106	712	119	187	13			[illegible]	
7 Turmeric	119	[illegible]	2[illegible]	186			93	43	
8 Others									
VII.—Fodder— 1 Oilcake			3[illegible]6	1 324	3[illegible]	1 324			New entry
2 Hay, straw and grass			104	128	104	[illegible]			
VIII.—Fruits and vegetables, fresh			976	1 893	976	1 8[illegible]			
IX.—Grain and Pulse— 1 Gram and pulse	6 013	[illegible]	3 029	10 842			3 0[illegible]4	[illegible] 797	Decrease due to no famine demand this year
2 Jawar and bajra	14	141	19	1 007	1 7	[illegible]			
3 Rice in the husk	3 0 [illegible]	[illegible]	[illegible]5	6 7[illegible]2			721	2 538	
4 Rice not in the husk	1 5 [illegible]	45 [illegible]08	1[illegible] 070	70 [illegible]	5 4[illegible]5	[illegible]4			
5 Wheat	3 [illegible]0	1[illegible] [illegible]59	[illegible]87	7 993			1 613	[illegible] 796	Increase due to good crops
6 Wheat flour			[illegible]0	365	[illegible]0	3[illegible]5			
7 Makai	6 [illegible]60	18 [illegible]	7 110	[illegible] 840	[illegible]	10 21[illegible]			
8 Others	21 [illegible]63	55 824	5,[illegible]	18 15[illegible]			18 074	40 867	
X.—Hides and Skins— 1 Hides of cattle— (a) Dressed or tanned	1	2	1	3		1			
(b) Raw	732	3 920	[illegible]10	3 45[illegible]			19[illegible]	472	
2 Skins of sheep and other animals— (a) Dressed or tanned		4		10	1	[illegible]			
(b) Raw	109	[illegible]	200	958	4[illegible]	7[illegible]	[illegible]	20	
XI.—Horns	8	[illegible]7	3	1					
XII.—Hemp (Indian) and other fibres, excluding jute	..	..	28	249	28	219			
XIII.—Jute— 1 Raw	80	[illegible]1	300	1,436	[illegible]	5[illegible]			Due to less grain traffic
2 Gunny bags and cloth	1,1[illegible]	5 7[illegible]	1 1	7 [illegible]	[illegible]1	1 1[illegible]			
XIV.—Lac	140	504	190	7[illegible]	[illegible]	26			
XV.—Leather— 1 Unwrought									
2. Wrought, excepting boots and shoes	40	305		19			[illegible]	286	
XVI.—Liquors— 1 Ale and Beer	9	4	10	63	1	1			
2 Spirits of all kinds including country spirits	3	2[illegible]	1	[illegible]			2	2[illegible]	
3. Wine	3[illegible]	3[illegible]	2[illegible]	216			1	1[illegible]1	
4. All other sorts including toddy and fermented liquor other than ale and beer				..					
XVII.—Metals— 1 Brass, unwrought	14	11	10	37			4	[illegible]	
2 Brass, wrought	1 8	5[illegible]	[illegible]	1 000	5	1[illegible]3			
3 Copper, unwrought	1	[illegible]					1	[illegible]	
4. Copper, wrought	6	43	91	941	[illegible]	9[illegible]8			
5 Iron and steel— (a) Ore			1[illegible]3	900	1 3	900			
(b) Unwrought			10	84	[illegible]	[illegible]4			
(c) Wrought	1 [illegible]55	[illegible] 331	[illegible]	3 128			19	[illegible]	
(d) Manufactures			13[illegible]	133	1[illegible]	013			
6. Others	148	1 [illegible]7	136	1,002	[illegible]	13[illegible]			
XVIII.—Oils— 1 Kerosine	1,0[illegible]5	3 714	1,[illegible]32	5 2[illegible]7	44	1 513			Opening of extensions
2. Castor	10	1[illegible]	..	179	[illegible]	[illegible]			
3. Coconut	9	50	20	125	11	72			
4 Mustard and rape			25	1[illegible]3	2[illegible]	163			
5. Others	35	3[illegible]6	27	198			8	158	

Description of Goods	1899 Tons	1899 Rs	1900 Tons	1900 Rs	Increase Tons	Increase Rs	Decrease Tons	Decrease Rs	Explanation of fluctuations by the Traffic Manager
XIX.—Oilseeds—									
1 Castor	103	195	415	364	312	169	..		
2 Earthnuts						..			
3 Linseed	920	112	528	2 217		105	302	..	
4 Poppy	128	388	60	291			68	92	
5 Rape and mustard	986	2 612	628	2 881		188	358		
6 Til or jinjili	29	85	125	509	96	424			
7 Others	1,109	4 170	376	1,392			733	2,778	
XX.—Opium	5	81	17	252	12	171			
XXI.—Paper and Pasteboard	17	123	49	275	32	152	..	..	
XXII.—Provisions—									
1 Dried fruits and nuts	114	1 309	157	2 283	43	974		..	
2 Ghee	206	1 ?07	590	4 1??	384	2 588			
3 Others	1 436	5 079	469	2 216			967	2,863	
XXIII.—Railway Plant and Rolling Stock carried for the Public and Foreign Railways—									
1 Locomotive engines and tenders and parts thereof			..						
2 Carriages and trucks and parts thereof			..						
3. Materials—									
(a) Steel rails and fish plates	..						..		
(b) Sleepers and keys of steel and cast iron	29	53	4	11		..	25	42	
(c) Others									
XXIV.—Salt	9 571	26 ?28	8 258	22 051			1 313	3,875	Due to stocks being got in early
XXV.—Saltpetre and other saline substances—									
1 Saltpetre	1 812	5 580	1,561	4 33?			251	1,248	
2 Other saline substances	..		121	435	121	435			
XXVI.—Silk—									
1 Raw—									
(a) Foreign									
(b) Indian	1	5	..				1	5	
2. Piece goods—									
(a) Foreign									
(b) Indian ..			1	6	1	6			
XXVII.—Spices—									
1 Betelnuts	168	1 231	247	1,778	85	547			
2 Cardamoms	9	70	7	54			2	16	
3 Chillies	36	256	57	258	21	2			
4 Ginger	10	83	42	271	32	188			
5 Pepper	87	305	30	250			1	55	
6 Others	170	1,226	184	1 545	14	319			
XXVIII.—Stone and lime	890	1,950	692	1 636			198	314	
XXIX.—Sugar—									
1 Refined or crystallised including sugarcandy	935	4 129	410	2 123			525	2,006	
2. Unrefined—									
(a) Sugar	2 290	9 587	136	1 104			2 154	8,483	Less production
(b) Gur rab jaggery molasses and other saccharine produce			2,870	15 482	2 870	15,482			Demand
XXX.—Tea—									
1 Foreign									
2 Indian	8	20	25	182	2?	156			
XXXI.—Tobacco—									
1 Unmanufactured	1,464	10 131	1,136	8,333			328	1,798	
2 Manufactured—									
(i) Cigars	1	8	1	17		9			
(ii) Other sorts	22	164	14	133			8	16	
XXXII.—Wood—									
1 Timber unwrought			375	778	375	778		..	
2 Logs	1 563	2 ? ?	1 112	1 ?2?			451	530	
3. Poles	147	362	61	114			86	248	
4 Manufactures			251	1 333	251	1 333		.. ..	
XXXIII.—Wool—									
1 Raw	...								
2 Manufactured—									
(a) Carpets and rugs	12	119	26	446	14	327		.. ..	
(b) Piece-goods European			1	3	1	3			
(c) Piece-goods Indian	2	16	1	37		21	1		
(d) Other sorts of manufactures	17	192	12	216		24	5		
XXXIV.—All other articles of merchandise—									
1 Indigo-seed	502	2 004	278	1 197			224	901	
2 Firewood	4 642	? 431	1 720	2 913			2 922	3,518	
3 Others not specified above	4,430	15 67?	5 ??3	?3 861	1 159	5 184		..	
Total	9?,828	3 41 4??	83,?60	? 39,82?	17,020	80 402	33,288	9?,008	

GORAKHPUR,
The 29th April 1901

ILLEGIBLE,
Auditor of Accounts.

Weekly Return of Traffic Receipts on Indian Railways

EAST INDIAN RAILWAY

Approximate Return of Traffic for week ended 20th April 1901, on 1,840 32 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train-miles run		
	Number of passengers	Coaching receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds s	Rs A P (a)	Rs A P	Rs A P			
Total traffic for the week	351,642	3,45 [illegible] 0	[illegible] 07 228 20	11,27 7[illegible] 0	[illegible] 0 0	14 94 381 4 0	105 365	207,746	313 111
Or per mile of railway		18 1[illegible] 11		[illegible] 1 10	11 3 [illegible]	81 0 2			
For previous 14½ weeks of half year	5 65[illegible] 467	57 7[illegible] 5 0	8 11 [illegible] 112 10	1 90 8[illegible] 10 [illegible] 0	3 15 31[illegible] 0 0	2 00 [illegible] 11 0	1,5[illegible] 426	2,877,[illegible]	4,474,[illegible]
Total for 15½ weeks	6 011 109	61,23 61[illegible] 4 0	8 [illegible] 30	1,01 16 [illegible] 0	[illegible] 0 0	[illegible] 1 0	1 711 711	3 08[illegible] 352	4,787,143
Comparison									
Total for corresponding week of previous year	359 70[illegible]½	3,51 23[illegible] 6 1	[illegible] 6[illegible] 10	9 6[illegible] 4 10	20 23[illegible] 0 9	11 30 633 11 8	99 809½	196,012	295,821½
Per mile of railway corresponding week of previous year		191 3 1		5[illegible] 6 0	11 0 3	72[illegible] 0 4			
Total for corresponding 15½ weeks of previous year	5,[illegible]94 616½	8 80 870 10 [illegible]	8 25 1[illegible] 10	1 63 58 [illegible]	[illegible] 12 08 13 3	[illegible] 27 01 688 0 0	1 603 486½	3 145 742½	4,749 229

(a) The increase is chiefly in mustard seed and pulse to Howrah and also in coal traffic

1901 *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900*

Open mileage	Period	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total	Per mile of railway	Train mileage	
		No of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs A P
*1 840 32	12 days of January	[illegible]	5 51 410	81 89 [illegible]	14 01 4 7	31 128	10 84 034	1,078	504 735	3 14 11
*1,840 32	Week ended 19th "	380 607	4 0[illegible]	[illegible] 61 835	[illegible]	19 362	13,10 [illegible]	717	293 648	4 7 11
*1,840 32	" " 26th	401 [illegible]	[illegible]	5 [illegible] 923	[illegible]	19 641	1[illegible] 28,40[illegible]	722	300 096	4 6 10
*1 840 32	" " 2nd February	427 [illegible]	4,[illegible] 311	56 02,[illegible]	[illegible]	21 104	13 02 [illegible]	740	298 708	4 9 0
*1,840 32	" " 9th	440 078	4 42 [illegible]	5[illegible] 28 923	[illegible]	2[illegible] 738	1[illegible]	786	304 005	4 12 1
*1,840 32	" " 16th "	42[illegible]	4 [illegible]	60 [illegible]	[illegible]	23 809	14 6[illegible] 442	798	302 787	4 1[illegible] 5
1,837 09	" " 23rd	4[illegible]	4 [illegible]	5[illegible] 20 [illegible]	[illegible]	22 2[illegible]	13 8[illegible] 607	75[illegible]	304 129	4 8 9
1 837 09	" " 2nd March	408 413	4 11 307	5[illegible]	[illegible]	2[illegible] 907	14 08 741	707	297 469	4 11 9
1,840 32	" " 9th "	3[illegible] 893	4 02 3[illegible]	57,34 420	[illegible]	23 420	14,01 [illegible]	763	308 271	4 6 9
1 840 32	" " 16th "	3[illegible]	3 [illegible] 0	56 70 [illegible]	[illegible]	23 15[illegible]	1[illegible] 863	751	298 [illegible]	4 10 1
1 840 32	" " 23rd	3[illegible] 013	3 63 168	56 6[illegible],714	[illegible]	22,0[illegible]	13 76,886	748	308 [illegible]	4 7 5
1,840 32	" " 30th	3[illegible]	3 [illegible]	57 75 278	10 [illegible]	21 715	1[illegible] 842	774	311 993	4 9 1
1,840 32	" " 6th April	3[illegible] 790	[illegible]	56 16 210	[illegible]	19 613	13 [illegible] 487	753	318 815	4 5 5
1,840 32	" " 13th "	3[illegible] 120	3 1[illegible]	[illegible]	10 7 [illegible]	20 219	14 13 534	768	322 171	4 6 2
1,84[illegible] 32	" " 20th	3[illegible] 612	5 4[illegible]	•54 [illegible]	11 [illegible]	[illegible] 63	14 9[illegible] 361	812	313,111	4 12 4
	Totals up to date	6,011 109	61 23 61[illegible]	[illegible] 00 341	1 [illegible]	3,3[illegible]	2 15 70,450	746	4 787,143	4 8 1

* Audited figures

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded **1900**

Open mileage	Period	No of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs A P
1,711 61	13 days of January	[illegible] 641	[illegible]	87 39 374	1[illegible]	46 519	25 4[illegible] 14	1 489	53[illegible],367	4 12 4
1,711 61	Week ended 20th "	[illegible] 677	[illegible]	[illegible] 540	[illegible]	[illegible]	14 3[illegible] 731	838	[illegible] 818	4 11 7
1,711 61	" " 27th "	322 294	[illegible] 180	[illegible]	[illegible]	[illegible]	1[illegible] 71 129	860	289,267	5 1 4
1 711 61	" " 3rd February	[illegible]	[illegible]	13 [illegible]	[illegible]	[illegible]	[illegible]	8[illegible]	294 217	4 13 8
1,711 61	" " 10th	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	907	30[illegible]	5 0 11
1,711 61	" " 17th "	[illegible] 114	[illegible]	[illegible] 07 [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	311 27	4 15 6
1 711 61	" " 24th	[illegible]	[illegible]	[illegible]	[illegible]	[illegible] 311	1 74 17	[illegible]	311 15[illegible]	5 0 5
1,765 39	" " 3rd March	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	848	[illegible]	4 13 4
1,837 09	" " 10th	393 112	[illegible]	51 [illegible]	[illegible]	[illegible]	[illegible]	80[illegible]	[illegible]	4 11 3
1,837 09	" " 17th "	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	7[illegible]	303 4[illegible]	4 6 10
1,837 09	" " 24th "	338 [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	765	294 [illegible]	4 13 4
1,837 09	" " 31st "	[illegible] 647	[illegible]	[illegible] 770	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	4 11 8
1,837 09	" " 7th April	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	4 11 8
1,837 09	" " 14th "	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	71[illegible]	[illegible]	4 7 4
1 837 09	" " 21st	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	778	295 882	4 8 4
	Totals up to date	5 534 617	[illegible] 80 877	8 28 15 2[illegible]	1 [illegible]	4[illegible]	[illegible],01,888	719	4 749,229	4 12 6

TARKESSUR BRANCH RAILWAY

Approximate Return of Traffic for week ended 20th April 1901, on 22 24 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	No of passengers	Coaching receipt	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	(a) 33,[illegible]50	(a) 9 5[illegible] 6 0	16,[illegible] 10	969 0 0	4 0 0	10 404 6 0	1,3[illegible]5	153	1 409
Or per mile of railway		128 5 0		4[illegible] 5	0 2 11	4[illegible] 1 4			
For previous 14½ weeks of half year	383 086	9[illegible] 4 0	3 60,9[illegible] 10	12,272 3 0	80 0 0	1,10 [illegible] 7 0	16 039	1 [illegible]06	17,765
Total for 15½ weeks	416 [illegible]	1 07 203 10 0	3 77,27[illegible] 20	13,241 3 0	84 0 0	1,20,526 13 0	17 [illegible]14	1,[illegible]	19,17[illegible]
Comparison.									
Total for corresponding week of previous year	22,892	5 578 3 4	69 334 10	1,080 13 0	9 7 9	6,677 7 1	1,071	353	1,424
Per mile of railway corresponding week of previous year	...	250 14 10	...	49 0 5	0 6 10	300 6 1		...	
Total for corresponding 15½ weeks of previous year	615 456	1,05,462 6 2	5,88,414 30	16,003 9 0	163 15 9	1,21,630 14 11	17,043	4,247	21,290

(a) The increase is in outward passenger traffic from Tarkessur chiefly on account of "Chait Sankranti" Mela.

TARKESSUR BRANCH RAILWAY—*concluded*

1901 *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900*

Open mileage	Period	Coaching Traffic: No. of passengers	Coaching Traffic: Rs	Merchandise and Mineral Traffic: Mds	Merchandise and Mineral Traffic: Rs	Other earnings: Rs	Total: Rs	Per mile of railway: Rs	Train mileage: No	Rate: Rs A P
[illegible]	13 days of January	[illegible]	7 800	24 776	1,113	[illegible]	8 917	411	2,068	4 5 0
[illegible]	Week ending 19th "	20 1 1	4 5 [illegible]	14 418	[illegible]	11	[illegible]	[illegible]	1,188	4 5 1
[illegible]	" " 26th "	[illegible]	[illegible]	19 [illegible]	[illegible]	[illegible]	[illegible]	281	1 188	5 4 2
[illegible]	" " 2nd Feb	[illegible]	6 4[illegible]	15 [illegible]	[illegible]	[illegible]	7 [illegible]	318	1 188	5 14 2
[illegible]	" " 9th "	[illegible]	[illegible]	2 [illegible]	[illegible]	5	[illegible]	[illegible]	1,188	6 8 5
[illegible]	" " 16th "	[illegible]	[illegible]	2 477	[illegible]	6	[illegible]	[illegible]	1,188	5 11 5
[illegible]	" " 23rd "	[illegible]	[illegible]	[illegible]	1 055	[illegible]	[illegible]	467	1 88[illegible]	7 13 9
[illegible]	" " 2nd March	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1,221	5 8 4
[illegible]	" " 9th "	[illegible]	[illegible]	[illegible]	919	5	[illegible]	[illegible]	1 188	6 2 4
[illegible]	" " 16th "	[illegible]	5 11	[illegible]	1 [illegible]	6	[illegible]	[illegible]	1 188	5 11 6
[illegible]	" " 23rd "	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1,188	5 16 10
[illegible]	" " 30th "	[illegible]	[illegible]	[illegible]	1,0[illegible]	[illegible]	[illegible]	[illegible]	1 188	5 9 11
[illegible]	" " 6th April	[illegible]	[illegible]	[illegible]	716	[illegible]	8 7[illegible]	[illegible]	1 188	7 5 7
[illegible]	" " 13th "	[illegible]	[illegible]	[illegible]	747	5	[illegible]	[illegible]	1 270	11 9 1
[illegible]	" " 20th "	[illegible]	[illegible]	[illegible]	[illegible]	4	[illegible]	[illegible]	1,4[illegible]	7 7 8
	Totals up to date	[illegible]	1 07 203	[illegible]	[illegible]	64	[illegible]	[illegible]	19 173	6 4 7

* Audited figures.

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded **1900.**

Open mileage	Period	No. of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate: Rs A P
22 23	13 days of January	[illegible]	8 8[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	2 [illegible]	[illegible]
22 23	Week ending 20th	[illegible]	4 [illegible]	14 [illegible]	[illegible]	10	[illegible]	[illegible]	[illegible]	[illegible]
22 23	" " 27th	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1 908	4 13 6
22 23	" " 3rd Feb	[illegible]	[illegible]	[illegible]	81		[illegible]	271	1 18[illegible]	[illegible]
22 23	" " 10th	[illegible]	[illegible]	[illegible]	1 103	[illegible]	[illegible]	30	1 188	5 11 7
22 23	" " 17th "	[illegible]	7 [illegible]	[illegible]	[illegible]		8	[illegible]	1 188	7 0 6
22 23	" " 24th	[illegible]	[illegible]	[illegible]	[illegible]	7	[illegible]	305	1 188	[illegible] 12 3
22 23	" " 3rd March	[illegible]	[illegible]	[illegible] 110	1 1[illegible]	11	[illegible]	[illegible]	1 [illegible]	7 14 0
22 23	" " 10th "	[illegible]	[illegible]	[illegible]	1 1[illegible]	[illegible]	[illegible]	[illegible]	1 1[illegible]	[illegible]
22 23	" " 17th	[illegible]	[illegible]	[illegible]	1 [illegible]7	[illegible]	[illegible]	[illegible]	1 [illegible]	4 12 8
22 23	" " 24th	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1,6[illegible]7	4 0 9
22 23	" " 31st	[illegible]	[illegible]	48 [illegible]	1 70[illegible]	11	[illegible]	3[illegible]	1 188	5 10 8
22 23	" " 7th April	[illegible]	[illegible]	24 [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1 1[illegible]	7 6 [illegible]
22 23	" " 14th "	[illegible]	10 [illegible]	[illegible] 117	[illegible]	1	[illegible]	7 [illegible]	[illegible]	[illegible] 16 2
22 23	" " 21st	[illegible]	[illegible]	[illegible]	1 0[illegible]	10	[illegible]	[illegible]	1 1[illegible]	4 11 0
	Totals up to date	413 4[illegible]0	[illegible]	88 [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	21 210	5 11 5

DELHI UMBALLA KALKA RAILWAY

Approximate Return of Traffic for week ended 20th April 1901 on 16[illegible] 21 miles open

	Coaching Traffic: Number of passengers	Coaching Traffic: Coaching receipts	Merchandise and Mineral Traffic: Weight carried	Merchandise and Mineral Traffic: Receipts	Other earnings (estimated)	Total earnings	Traffic Train Miles Run: Coaching	Traffic Train Miles Run: Merchandise	Traffic Train Miles Run: Total
		Rs A P	Mds S	Rs A P	Rs A P	Rs A P			
Total traffic for the week	17 [illegible]	18 33 0 [illegible]	[illegible]	17 [illegible]	[illegible]	[illegible]	7,4[illegible]8	[illegible]	11,150
Or per mile of railway		111 3 5		108 0 [illegible]	0 [illegible]	1[illegible] 8 1			
For previous 14½ weeks of half year	[illegible]	[illegible]	[illegible]	[illegible]	[illegible] 0 0	[illegible]	11[illegible],560	54,947	174 507
Total for 15½ weeks	[illegible]	[illegible]	[illegible]	[illegible]	[illegible] 0 0	[illegible]	[illegible]	[illegible]	185,657
Comparison									
Total for corresponding week of previous year	18 9[illegible]	1[illegible]	70 41	[illegible]	[illegible]	[illegible]	7 [illegible]	2 981	10 506½
Per mile of railway corresponding week of previous year		1[illegible] 3 7		[illegible]7 9 0	0	1[illegible]3 2 [illegible]			
Total for corresponding 15½ weeks of previous year	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	40 [illegible]	169,73[illegible]

1901 *[illegible] of progressive weekly returns of all earnings for 1901 in comparison with 1900*

Open mileage	Period	Coaching Traffic: Number of passengers	Coaching Traffic: Rs	Merchandise and Mineral Traffic: [illegible]	Merchandise and Mineral Traffic: Rs	Other earnings: Rs	Total: Rs	Per mile of railway: Rs	Train mileage: No	Rate: Rs A P
*168 24	13 days of January	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	2[illegible]	20 8[illegible]	1 13 10
*168 24	Week ended 19th	[illegible]	[illegible]	[illegible]	[illegible]	41	[illegible]	1[illegible]	18 [illegible]	[illegible]
*168 24	" " 26th "	10 [illegible]	[illegible]	[illegible]	[illegible]	81	[illegible]	151	12 141	[illegible]
*168 24	" " 2nd Feb	14 231	[illegible]	[illegible]	[illegible]	71	[illegible]	157	[illegible]	[illegible]
*168 24	" " 9th "	[illegible]	[illegible]	[illegible]	[illegible]	71	[illegible]	150	12,167	[illegible]
*168 24	" " 16th	[illegible]	[illegible]	[illegible]	[illegible]	7[illegible]	[illegible]	174	11,700	[illegible]
[illegible]	" " 23rd "	17 6[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	24,7[illegible]	151	11,0[illegible]	[illegible]
[illegible]	" " 2nd Mar	17,779	[illegible] 177	[illegible]	[illegible]	[illegible]	30,417	1[illegible]7	11,1[illegible]	[illegible]
[illegible]	" " 9th "	17 0[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	" " 16th "	21 677	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	198	[illegible]	[illegible]
[illegible]	" " 23rd "	[illegible]	[illegible]	[illegible]	[illegible]	66	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	" " 30th	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	" " 6th April	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	" " 13th "	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	" " 20th "	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	Totals up to date	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

DELHI-UMBALLA KALKA RAILWAY—*concluded*

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded 1900

Open mileage	Period	Coaching Traffic: Number of passengers	Coaching Traffic: Rs	Merchandise and Mineral Traffic: Mds	Merchandise and Mineral Traffic: Rs	Other earnings: Rs	Total: Rs	Per mile of railway: Rs	Train mileage: No*	Rate Rs. A. P.
162 24	13 days of January	28 521	26 [illegible]	1 8[illegible] 104	2 [illegible]	1 [illegible]	40 [illegible]04	303	19,464	2 8 5
162 24	Week ended 20th „	14 207	10 [illegible] 5	78 [illegible]10	11 [illegible]	14	22 528	1[illegible]0	9,672	2 5 3
162·24	„ „ 27th	14 124	10 423	96 378	10	140	20,721	148	9,686	2 2 3
162·24	„ „ 3rd Feb	14 084	11 9[illegible]	[illegible]6 7[illegible]	11[illegible]	79	21 4[illegible]	132	10 2[illegible]	2 1 6
162 24	„ „ 10th „	18 230	11 1[illegible]	1 1[illegible]	1 [illegible]	4[illegible]	25 [illegible]67	158	10 939	2 5 5
162 24	„ „ 17th „	16 5[illegible]	14 018	87 111	[illegible]	4[illegible]	23 868	147	10 156	2 5 7
162 24	„ „ 24th „	16 600	13 017	70 348	1 [illegible]	62	2[illegible] 137	156	10 209	2 7 4
162 24	„ „ 3rd Mar	17 3[illegible]6	16 [illegible]	98 [illegible]00	10 [illegible]	71	26 [illegible]11	165	10 7[illegible]3	2 7 10
162 24	„ „ 10th	20 0[illegible]	10 [illegible]	67 0[illegible]	11 0[illegible]	68	31 0[illegible]	132	11 902	2 9 10
162·24	„ „ 17th „	1[illegible] 268	16 [illegible]	1 3[illegible] 746	1 [illegible]	68	2[illegible] 404	169	11 389	2 6 6
162 24	„ „ 24th „	18 8[illegible]	19 121	1 7 [illegible]	11 088	71	32 280	19[illegible]	11 5[illegible]	2 13 7
162·24	„ „ 31st „	21 2 8	2 [illegible]	1 7[illegible] 473	1[illegible] 2	90	39 [illegible]	212	11,0[illegible]	3 6 7
162·24	„ „ 7th April	21 880	26 403	71 [illegible]4	10 [illegible]	97	3[illegible] [illegible]2	225	11 102	3 4 9
162 24	„ „ 14th „	18 40[illegible]	1[illegible] 160	5[illegible] 340	[illegible]	71	27 7[illegible]8	171	10,95[illegible]	[illegible]
162 24	„ „ 21st	18 180	17 072	70,414	[illegible]	57	2[illegible] [illegible]8	163	10,508	2 8 4
	Totals up to date	270 193	2 [illegible]7 [illegible]10	15 67 509	1 [illegible] 8	11,14	4 36 282	170	169 730	2 9 1

* Audited figures

SOUTH BEHAR RAILWAY

Approximate Return of Traffic for week ended 20th April 1901, on 78 76 miles open

	Coaching Traffic: No. of passengers	Coaching Traffic: Coaching receipts Rs A P	Merchandise and Mineral Traffic: Weight carried Mds S	Merchandise and Mineral Traffic: Receipts Rs A P	Other earnings (estimated) Rs A P	Total earnings Rs A P	Traffic Train Miles Run: Coaching	Traffic Train Miles Run: Merchandise	Traffic Train Miles Run: Total
Total traffic for the week	13 092	6 5[illegible] 6 0	49 09[illegible] 30	3 [illegible] 1 0	[illegible]3 0 0	10 171 7 0	2 071	607	2 078
Or per mile of Railway		80 11 1		41 13 7	0 6 8	129 2 4			
For previous 14½ weeks of half year	19 014	98 [illegible] 11 0	8 00 960 30	63,9[illegible] [illegible] 0	59[illegible] 0 0	1 53 [illegible] 0 0	28 867	14 440	41 307
Total for 15½ weeks	8 10	1 0 [illegible]7 5 0	8 49 [illegible] 20	17 11[illegible] 2 [illegible]	618 0 0	1 63 1[illegible]5 7 0	30,938	15 047	45,985
Comparison									
Total for corresponding week of previous year	13 017½	6 37[illegible] 1[illegible] 1	62 [illegible] 30	3,7[illegible] 8 0	46 14 0	10 137 5 10	1 500	1 250½	2,756½
Per mile of Railway corresponding week of previous year		81 0 1		4 1 10	0 9 6	128 11 5			
Total for corresponding 14½ weeks of previous year	1 [illegible] 1o[illegible]	95 501 7 0	8 91 122 0	64 [illegible] 5	443 7 0	1 60 469 10 8	24 243	12,540½	36,783½

1901. *Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900*

Open mileage	Period	Coaching Traffic: No. of passengers	Coaching Traffic: Rs	Merchandise and Mineral Traffic: Mds	Merchandise and Mineral Traffic: Rs	Other earnings: Rs	Total: Rs	Per mile of Railway: Rs	Train mileage: No	Rate Rs A P
*78 76	12 days of January	18 0[illegible]	8 [illegible]0	69 742	4 [illegible]9	47	12 502	160	5 585	2 4 0
*78 76	Week ended 19th	11 078	5 046	49 092	[illegible]	20	8 091	103	3 229	2 8 1
*78 76	„ „ 26th	12[illegible] 7	[illegible]0[illegible]	46 172	[illegible]	41	8 938	114	3,150	2 13 5
*78 76	„ „ 2nd Feb	1[illegible]	7 2[illegible]1	4[illegible] 810	[illegible]	23	10 103	128	3,229	3 2 1
*78·76	„ „ 9th „	14 75[illegible]	8 1 0	45 690	[illegible]	[illegible]3	10 87[illegible]	138	3 307	3 4 7
*78 76	„ „ 16th	15 [illegible]29	8 4 2	51 75[illegible]	[illegible] 0	58	12,190	155	3 22[illegible]	3 12 4
78 76	„ „ 23rd	12 [illegible]08	[illegible]8[illegible]7	68 043	[illegible]	48	10 501	133	2 678	3 14 9
78 76	„ „ 2nd Mar	1[illegible] 60[illegible]	[illegible]62	63 0[illegible]2	[illegible] 1	47	[illegible] 630	124	2 754	3 7 11
78 76	„ „ 9th „	13 013	[illegible]141	52 93[illegible]	[illegible]78	48	9 [illegible]07	123	2,756	3 8 1
78·76	„ „ 16th „	13 [illegible]18	6 150	5[illegible] 8	[illegible]	47	10 902	138	2 676	4 1 2
78 76	„ „ 23rd „	11 681	7 [illegible]	[illegible]8 [illegible] 7	[illegible]	48	13 508	172	2 678	5 0 8
78 76	„ „ 30th	14,7[illegible]	[illegible] 3 8	77 183	[illegible]	45	14,293	181	2,678	5 5 8
78 76	„ „ 6th April	13 703	5 102	51 [illegible]5	[illegible]87	25	11 [illegible]7[illegible]	148	2 678	4 5 9
78 76	„ „ 13th	1[illegible]48	[illegible]	57 090	[illegible]	2[illegible]	10 041	127	2,678	3 12 0
78 76	„ „ 20th „	13 0[illegible]	[illegible]812	49 0 [illegible]	[illegible]	[illegible]	10 171	129	2,678	3 12 9
	Totals up to date	208 106	1 0[illegible],467	8,49,160	[illegible] 11[illegible]	618	1 63 195	132	45 935	3 5 9

* Audited figures

Abstract of progressive weekly returns of all earnings for 1901 in comparison with 1900—concluded 1900

Open mileage	Period	No. of passengers	Rs	Mds	Rs	Rs	Rs	Rs	No	Rate Rs. A. P.
78 76	13 days of January	1[illegible] 319	9,099	94 726	6 [illegible]	54	16 144	205	4 134	3 14 6
78 76	Week ended 20th „	9 895	4 4 5	[illegible]0 658	4 [illegible] 1	12	8 [illegible]5[illegible]	110	2,226	3 14 3
78 76	„ „ 27th „	1[illegible] 19[illegible]	4 [illegible]75	60 0[illegible]3	4 [illegible]	21	9 [illegible]84	122	2 226	4 4 11
78·76	„ „ 3rd Feb	10 625	5 1 9	56 604	4 132	22	9 313	118	2 226	4 2 11
78·76	„ „ 10th „	12 247	5 909	51 624	[illegible]3[illegible]	27	9 [illegible]5	121	2,226	4 4 9
78·76	„ „ 17th „	13 197	6 441	52 127	4 0[illegible]8	[illegible]2	10 [illegible]	134	2,226	4 11 11
78 76	„ „ 24th „	12 335	6 297	45 451	3 [illegible]	24	10 275	130	2,226	4 9 10
78 76	„ „ 3rd Mar	12,[illegible]22	[illegible]	52 [illegible]91	[illegible]	25	11 482	146	2,205	5 3 4
78 76	„ „ 10th	13 [illegible]04	7 103	51 961	3 [illegible]20	2[illegible]	11 051	140	2,205	5 0 2
78 76	„ „ 17th „	10,993	5 700	50 049	[illegible]	20	9 570	12[illegible]	2,303	4 0 10
78·76	„ „ 24th „	14,365	8 010	94 526	4 [illegible]63	34	12 407	158	2,268	5 6 11
78 76	„ „ 31st „	13 194	6 781	58 064	[illegible]	29	10 772	137	2 441	4 6 7
78 76	„ „ 7th April	13,083	6 991	68 231	4 518	34	11,543	147	2,599	4 7 1
78·76	„ „ 14th „	11 932	5 590	58,602	[illegible]	41	9 404	119	2 441	3 13 8
78·76	„ „ 21st „	13,018	6 380	62,[illegible]55	3 [illegible]10	47	10 137	12[illegible]	2,757	3 10 10
	Totals up to date	191,154	95,501	8,91,122	64 584	444	1,60 469	128	30 781	4 5 10

EASTERN BENGAL STATE RAILWAY.

(INCLUDING N B, K-D., DACCA, AND ASSAM BEHAR SECTIONS)

Approximate Return of Traffic and Mileage for the week ended 27th April 1901, on 853 miles open.

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (including ferry)	Total earnings	Traffic Train miles run		
	No. of passengers	Coaching receipts	Weight carried	Receipts.			Coaching.	Merchandise	Total.
		Rs. A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	199 090	1 03 270 0 0	10,65 720 0	1,33 100 0 0	34 130 0 0	2 68 700 0 0	35,516	34 542	70,058
Or per mile of railway	233	121 0 0	1 238 0	156 0 0	*24 0 0	*301 0 0			...
For previous 16 weeks of half year†	3 793 497	18 42 818 0 0	1 63,59 340 0	23,70,925 0 0	2 10 034 0 0	44 59 777 0 0	567 771	603,273	1,171,044
Total for 17 weeks	3 992 587	19,46,088 0 0	1 74 15,066 0	25 04,225 0 0	2,78 164 0 0	47 28 477 0 0	603,287	637 815	1,241,102
COMPARISON									
Total for corresponding week of previous year	202,924	1,08 816 0 0	9,64 250 0	1 27,805 0 0	36,124 0 0	2,72 615 0 0	36,502	36,111	72,613
Per mile of railway corresponding week of previous year	241	129 0 0	1 145 0	152 0 0	28 0 0	319 0 0			..
Total to corresponding date of previous year	3 728 728	18 29,015 0 0	1,87,44,039 0	25,66 473 0 0	3,78 502 0 0	47,74,950 0 0	608 845	660,095	1 268,940

* Excluding steamer earnings
† Audited up to 2nd February 1901

DACCA STATE RAILWAY

Approximate Return of Traffic and Mileage for the week ended 27th April 1901, on 86 miles open

	Coaching Traffic.		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run		
	No. of passengers	Coaching receipts	Weight carried	Receipts.			Coaching	Merchandise	Total.
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	22,390	7,170 0 0	20,670 0	2,230 0 0	160 0 0	9,560 0 0	2 840	1,468	4,308
Or per mile of railway	260	83 0 0	240 0	26 0 0	2 0 0	111 0 0			
For previous 16 weeks of half year	439 676	1 30 039 0 0	6,61 123 0	65 075 0 0	2 766 0 0	1 97 880 0 0	46 246	31 160	77,406
Total for 17 weeks	462 066	1 37 209 0 0	6,81 793 0	6 3,5 0 0	2 926 0 0	2 07 440 0 0	49 086	32 628	81,714
COMPARISON									
Total for corresponding week of previous year	23 003	7 140 0 0	35 559 0	2 392 0 0	243 0 0	9 775 0 0	2 808	1,100	3,998
Per mile of railway corresponding week of previous year	267	83 0 0	413 0	28 0 0	3 0 0	114 0 0			
Total to corresponding date of previous year	432,380	1,2? 648 0 0	4,74 675 0	40,653 0 0	9,385 0 0	1 77 686 0 0	40,063	19,743	68,806

* Audited up to 2nd February 1901

COOCH BEHAR STATE RAILWAY

Approximate Return of Traffic and Mileage for the week ended 27th April 1901, on 33 78 miles open.

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (including ferry)	Total earnings	Traffic Train miles run		
	No. of passengers.	Coaching receipts.	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	1 690	750 0 0	6 500 0	490 0 0	40 0 0	1 280 0 0	350	(a) 1,924	2,274
Or per mile of railway	50	22 0 0	193 0	15 0 0		*37 0 0			..
For previous 16 weeks of half year†	30 646	11 779 0 0	1 36 563 0	11 400 0 0	1 371 0 0	*4,550 0 0	5 056	24,926	29,982
Total for 17 weeks	32,336	12 529 0 0	1 43,063 0	11 890 0 0	1 411 0 0	25 830 0 0	5 406	26,850	32,256
COMPARISON									
Total for corresponding week of previous year	1 622	636 0 0	9 498 0	825 0 0	134 0 0	1,505 0 0	198	1,311	1,509
Per mile of railway corresponding week of previous year	49	19 0 0	280 0	25 0 0		44 0 0			...
Total to corresponding date of previous year	35,677	13,663 0 0	1,49,964 0	13,240 0 0	3 174 0 0	30 077 0 0	3,961	15,812	19,773

* Excluding coaching ferry
† Audited up to 2nd February 1901
(a) Including ballast train miles 1,456.

MYMENSINGH-JAGANNATHGANJ RAILWAY

Approximate Return of Traffic and Mileage for the week ended 27th April 1901, on 53 37 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic		* Other earnings	Total earnings	Traffic Train miles run		
	No of passengers	Coaching receipts	Weight carried.	Receipts			Coaching	Merchandise	Total.
		Rs A P	Mds s	Rs A P	Rs A P	Rs A P			
Total traffic for the week	6 690	1,730 0 0	7 400 0	450 0 0	10 0 0	2,170 0 0	1,235	249	1,484
Or per mile of railway	125	33 0 0	139 0	8 0 0		41 0 0			
For previous 16 weeks of half year*	160,436	40 710 0 0	2 02 555 0	9,438 0 0	255 0 0	50 403 0 0	18,447	9 010	27,457
Total for 17 weeks	167,126	4[illegible],440 0 0	2 09 955 0	9,868 0 0	265 0 0	52 573 0 0	19 682	9,259	28,941
Comparison									
Total for corresponding week of previous year	7,758	2,065 0 0	19 813 0	646 0 0	20 0 0	2,731 0 0	1,159	633	1,792
Per mile of railway corresponding week of previous year	145	39 0 0	371 0	12 0 0		51 0 0			..
Total to corresponding date of previous year	154,667	38 108 0 0	3 00,118 0	15,889 0 0	230 0 0	54,227 0 0	18 185	12 030	30 215

* Audited up to 2nd February 1901

BRAHMAPUTRA SULTANPUR RAILWAY

Approximate Return of Traffic and Mileage for the week ended 27th April 1901, on 59 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run		
	No of passengers	Coaching receipts	Weight carried	Receipts.			Coaching	Merchandise.	Total.
		Rs A P	Mds s.	Rs A P	Rs A P	Rs A P			
Total traffic for the week	5 280	1,720 0 0	13 200 0	980 0 0	40 0 0	2 710 0 0	798	1 442	2,240
Or per mile of railway	89	29 0 0	224 0	16 0 0	1 0 0	46 0 0			
For previous 16 weeks of half year*	99 423	28 983 0 0	2 43 737 0	21 650 0 0	602 0 0	51 185 0 0	13 438	13 875	27 313
Total for 17 weeks	104 703	30 603 0 0	2 56 937 0	22 630 0 0	642 0 0	53 925 0 0	14,230	15 317	29 553
Comparison									
Total for corresponding week of previous year	3 748	957 0 0	19 183 0	1 071 0 0	5 0 0	2 033 0 0	588	1 013	1,601
Per mile of railway corresponding week of previous year	80	20 0 0	408 0	23 0 0		43 0 0			
Total to corresponding date of previous year	46 743	13 [illegible]13 0 0	4 3[illegible] 050 0	15 360 0 0	139 0 0	29,012 0 0	5 734	16,718	22 452

* Audited up to 2nd February 1901

BENGAL CENTRAL RAILWAY COMPANY, "LIMITED"

Approximate Return of Traffic and Mileage for the Week ended 20th April 1901, on 139 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run		
	Number of passengers	Coaching receipts.	Weight carried	Receipts.			Coaching	Merchandise	Total
		Rs A P	Mds s	Rs. A P	Rs A P	Rs A P			
Total traffic for the week	30 347	11,352 0 0	48 628 0	3 578 0 0	67 0 0	14 997 0 0	3 971	1 859	5,830
Or per mile of railway	233	87 0 0†	350 0	26 0 0		113 0 0			
For previous 15 weeks of half-year*	528,468	2,17 323 0 0	9,09,999 0	67,307 0 0	69 999 0 0	3,54 029 0 0	62 496	36,347	98 843
Total for 16 weeks	558 815	2 28 675 0 0	9 58 627 0	70 885 0 0	70 066 0 0	3 69 [illegible] 26 0 0	66 467	38 206	104 673
Comparison.									
Total for corresponding week of previous year	32,838	12,359 0 0	64,301 0	5 183 0 0	44 0 0	17 591 0 0	4,756	2,502	7 258
Per mile of railway corresponding week of previous year	253	95 0 0	463 0	37 0 0		132 0 0	†		
Total to corresponding date of previous year	546,528	2,11,640 0 0	14,68,403 0	1,10,085 0 0	29,400 0 0	3,51,125 0 0	74,540	47,566	122 106

* Audited up to week ending 2nd March 1901

† Coaching traffic calculated on 130 miles only

BENGAL AND NORTH-WESTERN RAILWAY

Approximate Return of Traffic for the week ending 27th April 1901 on 1,251 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated) including steam boat.	Total earnings.	Traffic Train miles run		
	No of passengers	Receipts	Weight carried	Receipts			Coaching	Merchandise	Total
		Rs	Mds	Rs	Rs	Rs			
Total traffic for the week on 1,251 miles open	171 920	(a) 68 860	10,88 830	(b) 1 59,850	(c) 20 610	2,49 370	30,473	(d) 38,186	68,659
Or per mile of railway	137 43	55 04	870 37	127 78	16 52	199 34	..	..	..
For previous 15½ weeks of half year (e)	2 663 266	10,82 287	1,14,94,7[illegible]	16,34 336	2 84 994	30,01,615	483 020	507,602	990,682
Total for 16½ weeks	2 835 186	11,51,147	1 25,83 552	17 94 186	3 05,653	32,50 985	513,403	545,848	1,059 341
Comparison									
Total for corresponding week of previous year on 1 202 miles open	173 101	62 703	8 04,991	1,03 986	26 153	1,92 842	26 943	(f) 35,181	62,124
Per mile of corresponding week of previous year	151 20	54 16	669 71	86 51	21 75	162 41			
Total to corresponding date of previous year	2 413 859	9,88 216	1 27 21 163	16 83,727	3 10,417	29 82 330	460 333	5 60,537	1,020,870

(a) Decrease in number with increased amount is due to fewer passengers carried longer distances
(b) Increase due to increased mileage and improved traffic 1 00 000 maunds and Rs. 5 000 on account of Ballast Trains are included while there were none in the corresponding week of last year
(c) Decrease is due to Rs 3 960 and 2 184 on account of Mileage and Demurrage on Rolling Stock and House rent respectively included in the corresponding week of last year
(d) Includes 4 283 miles of ballast trains run on open line
(e) " audited figures up to week ending 16th March 1901
(f) " 3 712 miles of ballast trains run on open line

SEGOWLIE-RAKSAUL BRANCH RAILWAY

(Worked by the B & N W Railway)

Approximate Return of Traffic for week ending 27th April 1901 on 18 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings (estimated)	Total earnings	Traffic Train miles run		
	Passengers carried	Receipts	Weight carried	Receipts			Coaching	Merchandise	Total
	No	Rs	Mds	Rs	Rs	Rs			
Total traffic for the week on 18 miles open	1 269	192	12 307	365	10	567	374	139	513
Or per mile of railway	70 50	10 67	683 44	20 28	0 55	31 50		..	
For previous 15½ weeks of half year (a) ..	29 849	5 113	1,87 394	6 603	492	12 208	5 645	1,807	7 452
Total for 16½ weeks	31 118	5 305	1 99 686	6 968	502	12,775	6 019	1 946	7 965
Comparison									
Total for corresponding week of previous year on 18 miles open	1 620	243	10,044	254	16	513	166	86	252
Per mile of corresponding week of previous year	90 00	13 50	558 00	14 15	0 86	28 51	..		
Total to corresponding date of previous year ...	22 150	4 130	1 66 700	4 918	306	9 354	2 771	1 567	4,338

(a) Includes audited figures up to week ending 16th March 1901

SEGOWLIE-RAKSAUL BRANCH RAILWAY

(Worked by the B & N.W Railway)

Audited Return of Traffic for week ending 16th March 1901, on 18 miles open

	Coaching Traffic		Merchandise and Mineral Traffic		Other earnings	Total earnings	Traffic Train miles run		
	Passengers carried	Receipts	Weight carried	Receipts			Coaching	Merchandise.	Total
	No	Rs A P	Mds	Rs. A P	Rs A P	Rs A P			
Total traffic for the week on 18 miles open	1,928	294 13 5	9 523	372 1 0	0 3 0	670 1 5	383	121	504
Or per mile of railway	107 11	16 6 1	529 06	20 10 9	0 8 2	37 0 0	...	...	...
For previous 9½ weeks of half year	20 575	3 395 2 11	1,22 558	3 378 9 8	383 3 0	7,361 15 7	3,311	1,117	4,428
Total for 10½ weeks ..	22 503	3,690 0 4	1 32 081	3 750 10 8	507 6 0	8 038 1 0	3,694	1,238	4,932
Comparison									
Total for corresponding week of previous year on 18 miles open	1 180	212 2 10	9,055	203 15 0	17 8 0	433 7 10	176	76	252
Per mile of corresponding week of previous year ..	65 56	11 13 7	503 06	11 5 2	0 15 7	24 1 4	......	......	......
Total to corresponding date of previous year	15,024	2,737 13 10	86,735	3,175 2 0	93 7 0	6,006 7 10	1,761	1,011	2,772

DARJEELING-HIMALAYAN RAILWAY COMPANY, LIMITED

	Rs	A	P
Approximate earnings for the week ending 27th April 1901 ..	16,248	0	0
Audited earnings for the corresponding period of 1900 ..	19,753	0	0
Decrease ..	3,505	0	0
Receipts per mile for the week ending 27th April 1901 ..	318	9	5
Ditto for the corresponding period of 1900 ..	387	5	0
Decrease ..	68	11	7
Receipts from 1st January to 27th April 1901 ..	2,11,533	0	0
Ditto for the corresponding period of 1900 ..	2,60,416	0	0
Decrease ..	48,883	0	0

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WEATHER AND CROP REPORT

For the week ending the 13th May 1901

Burdwan—Rainfall at Sadar 0 01, Kalna 2 60, Katwa nil, Raniganj 0 40 Weather cloudy Ploughing and manuring of fields and planting of sugarcane continue Sowing of *aus* commenced in places Fodder and water sufficient. Price of common rice stationary

Birbhum—Rainfall at Sadar 08, Rampur Hât nil Weather hot and cloudy *Til* doing well Fields being prepared for sugarcane plantation Price of rice at Sadar 12 seers and at Rampur Hât 12¼ seers per rupee Fodder sufficient

Bankura.—No rain Weather hot and occasionally cloudy Ploughing in progress Planting of sugarcane going on Fodder dear Water sufficient Price of common rice at Bankura and Vishnupur 12¼ seers per rupee

Midnapore—Rainfall at Sadar 1 03, Contai 0 09, Tamluk 0 44, Ghatal 0 41 Ploughing continues Sugarcane being planted *Til* doing well Fodder dear Common rice sells as follows —

	Srs	
Sadar ...	12	per rupee
Contai ...	13	
Tamluk ...	10	
Ghatal ...	11	

Hooghly.—Rainfall at Sadar 0·95, Serampore 42, Arambagh 0 17 Manuring and ploughing of winter paddy continues Common rice sells at 10 seers 10 chitaks per rupee

Howrah—Rainfall at Sadar nil, Ulubaria 1 55 Weather seasonable Lands are being prepared for *aus* and *aman* Jute doing well Fodder and water sufficient. Common rice sells at 9 seers 13 chitaks per rupee

24-Parganas.—Rainfall at Sadar 94, at Basirhat 1 40, Diamond Harbour 08 Weather seasonable *Aus* paddy and jute seeds germinating well More rain is wanted for sowing

the *aus* paddy and jute seeds No cattle disease Fodder and water sufficient Common rice sells as follows —

	Srs.	
Sadar	10	per rupee
Barasat	9½	
Basirhat ..	9	
Diamond Harbour	10	

Nadia.—Rainfall at Sadar 91, Kushtia 0 47, Chuadanga 0 11, Ranaghat 0 95 Weather seasonable Sowing of *aus* and jute going on Lands being cultivated for the coming crops Fodder and water sufficient Common rice selling as follows —

	Srs	
Sadar	10¾	per rupee
Kushtia	10	
Meherpur	(Return not received)	
Chuadanga ...	10¼	
Ranaghat ...	10	

Murshidabad.—Rainfall at Sadar, Lalbagh, and Jangipur nil, Kandi 27 Weather seasonable Sowing of *aus* going on Rain much wanted Cattle-disease reported from thanas Daulatabad and Bhagwangola in Sadar and Lalbagh subdivisions Fodder and water sufficient Common rice sells as follows —

	Srs	
Sadar	12	per rupee
Jangipur ...	13	
Kandi	13½	
Lalbagh ..	11	

Jessore.—Rainfall at Sadar 1 32, Jhenida 0 76, Magura 0 59, Narail 0 78, Bangaon 0 22 Weather seasonable Sowing of paddy and jute continues The rains have done much good to sowing and cultivation. Fodder and water sufficient Common rice sells as follows.—

	Srs	
Sadar	11	per rupee
Jhenida	11	
Magura	10¼	
Narail	10	
Bangaon	11$\frac{3}{8}$	

Khulna.—Rainfall at Sadar 0 51, Bagerhat 0 28, Satkhira 0 29 Weather seasonable. Sowing of *aus* and *aman* continues. Fodder and water sufficient Common rice sells as follows —

	Srs	
Sadar	12¼	per rupee
Bagerhat	11$\frac{1}{16}$	
Satkhira	10½	

Rajshahi.—Rainfall at Sadar 27, Nator 08, Naogaon 09 Prospects of crops fair More rain wanted for jute and preparation of land for paddy Fodder and water ample Common rice sells at 11 seers a rupee.

Dinajpur.—Average rainfall 46 Weather hot Fodder and water plentiful Rain badly wanted for *bhadoi* and jute Rice, 13 seers a rupee

Darjeeling.—Rainfall at Darjeeling 0 21, Kurseong 0 07, Siliguri 1 19, Kalimpong 0 17 Weather seasonable *Hills*—*bhadoi* paddy, *bhutta*, *chota marua*, and potatoes progressing *Terai*—sowing of jute, and *bhadoi* paddy proceeding Sugarcane being planted Common rice sells as follows —

	Srs	
Hills	9	per rupee
Terai	13	

Bhutta sells at Darjeeling 18 seers and at Kalimpong 20 seers per rupee.

Jalpaiguri.—Rainfall at Sadar 92, Alipur Duars 1 92 Weather seasonable. Sowing of *bhadoi* paddy and jute going on Common rice sells at 11 seers per rupee. Fodder and water sufficient.

Rangpur.—Rainfall at Sadar, Nilphamari, and Kurigram nil, Gaibanda 1 64. Weather hot Sowing of *bhadoi* and jute going on Fodder and water plenty Price of common rice stationary

Bogra—Rainfall at Naukhila 0 90, elsewhere nil Weather hot Rain urgently needed in the western part of the district Sowing of *aus* and jute progressing Fodder and water sufficient Common rice sells at 11¼ seers per rupee

Pabna.—Rainfall at Sadar 0 47, Sirajganj 0 39 Weather hot and cloudy Prospects of crops good. More rain wanted in Sirajganj Prices unchanged Fodder sufficient

Dacca—Rainfall at Sadar 1 16, Manikganj 1 5, Munshiganj 68, Naraingan] 36 Weather seasonable Prospects of crops fair Fodder available No cattle-disease. Common rice 9½ seers per rupee

Mymensingh—Rainfall at Sadar 0 58, Jamalpur 1 30, Kishoreganj 0 13, Netrokona 0 25 Weather seasonable Harvesting of *boro* completed Sowing of *aus* and jute continues More rain is wanted in some parts of the district Common rice sells as follows —

	Srs	
Sadar	9	per rupee.
Jamalpur	8⅞	
Kishoreganj	8¼	
Tangail	9	
Netrokona	8 15/16	

Faridpur.—Rainfall at Sadar 1 62, Goalundo 1 26 Madaripur 1 18 Weather—thunderstorms, monsoons burst on the 11th Prospects of crops fair. More rain wanted Common rice sells at 10½ seers a rupee

Backergunge—Rainfall at Sadar 0 44 Weather hot Prospects of crops fair Fodder and water sufficient No cattle-disease reported Common rice (*aman*) sells at 9½ seers

Tippera—Rainfall at Sadar 61, Brahmanbaria 97 Chandpur 85 Weather seasonable Reaping of *boro* still continues Prospects of *aman* and jute fair Fodder and water available Common rice averages 9 seers 13 chitaks

Noakhali—Rainfall at Sadar 13, Feni 15 Prospects of crops fair Sowing of *aus* continues and of *aman* commenced Cattle-disease reported from two thanas Fodder and water sufficient Price of common rice at Sadar 10 seers and at Feni 11 seers per rupee

Chittagong—No rain during the week, rain urgently wanted Fields are under cultivation for *aus dhan* Water and fodder available Rice sells at 12 seers

Patna.—Rainfall at Dinapur 0 13, Bikram 0 40 Sugarcane and *china* doing well Fields being prepared for *bhadoi* Fodder and water for cattle sufficient No cattle-disease Common rice sells at 12 seers per rupee in Patna

Gaya—Rainfall at Sadar 0 06 Sugarcane doing well Common rice selling at 10½ seers per rupee

Shahabad.—Rainfall at Arah nil, Bhabua nil, Sasaram 0 32, Dehri 0 17, Buxar 0 04. Weather hot and seasonable. Fodder and water sufficient Sugarcane doing well Rice, 10 seers per rupee at Sadar

Saran—Rainfall at Sadar 0 30, Gopalganj 0 48 Weather hot with east wind Standing crops doing well Fodder and water sufficient Common rice 11¾ seers and maize 18 seers 2 chitaks per rupee

Champaran.—Rainfall at Sadar nil, Bettiah 42 Threshing of *rabi* nearly completed. Standing crops doing well Fodder and water sufficient Prices of common rice and maize at Sadar 12¾ and 21 seers per rupee respectively

Muzaffarpur—Rainfall at Sadar nil, Hajipur 06, Sitamarhi report not received Preparation of lands for the next crops going on Prospects good Prices are—Common rice 12 seers, wheat 12 seers, barley 19 seers, maize 17 seers, gram 14 seers, and *arhar* 18 seers a rupee

Darbhanga—Rainfall at Sadar nil, Samastipur 0 04, Madhubani 0 02 Standing crops doing well Fodder and water sufficient. Cattle-disease reported from Jale outpost Common rice sells as follows —

	Srs	
Sadar	13 1/16	per rupee
Samastipur	13 ½	
Madhubani	14 ¼	

Monghyr—Rainfall at Jamui 0 06 Weather seasonable Watering of sugarcane continues Land being prepared for *bhadoi* Threshing of *rabi* continues. Common rice sells as follows —

	Srs	
Sadar	12 5/16	per rupee.
Begusarai	12	
Jamui	12	

Bhagalpur.—Rainfall at Banka 0 20 Weather hot Sky cloudy. Rain is badly wanted all over the district The standing crops are doing well No cattle-disease Fodder and water sufficient Prices rising

Purnea.—Rainfall at Sadar 0 03, Kishanganj and Araria nil. Weather hot *Bhadoi* and jute sowings in progress Rain urgently needed No cattle-disease Fodder and water sufficient Common rice sells as follows —

	Srs.	
Sadar	12	per rupee
Kishanganj	12	
Araria	13	

Malda.—Rainfall at Sadar nil, Chanchal 80, Shibganj 42, Gajole ·40. Weather hot and cloudy Prospects of standing crops good. Cattle-pox reported from Gomastapur Price of rice stationary Fodder and water sufficient

Sonthal Parganas.—Average rainfall 54 Weather very hot. No crop except sugarcane at Deoghur and *boro* rice at Rajmahal, which are doing well Fodder and water-supply ample No locust or cattle-disease Rice sells at 13 seers 6 chitaks and maize 17 seers 2 chitaks per rupee

Cuttack.—Rainfall at Sadar 1 08, Jajpur 1 10, Kendrapara 1 10, Banki 02 Weather seasonable Harvesting of *dalua* and *rabi* continues Sugarcane growing *Achhua*, cotton in flower Ploughing has begun Condition of cattle generally good Fodder and water available Common rice sells as follows —

	Srs	
Sadar	14$\frac{1}{16}$	per rupee.
Jajpur	15 $\frac{3}{4}$	
Kendrapara	15 $\frac{3}{4}$	
Banki . ..	13-4$\frac{1}{2}$	

Balasore.—Rainfall at Sadar 25 Paddy sowing commenced Harvesting of *dalua* continues Sugarcane doing well Rice sells at 10$\frac{1}{4}$, 13$\frac{1}{2}$, and 16 seers per rupee in interior, Balasore, and Bhadrak, respectively Fodder and water sufficient

Angul—Rainfall at Sadar nil, Tikarpara 0 20 Weather hot Ploughing of land for autumn crop commenced Price of common rice stationary Cattle disease reported from the interior Fodder and water sufficient Khondmals report not received

Puri—Rainfall at Sadar 0 62, Khurda 0 93 Ploughing and manuring are in rapid progress owing to good rains throughout the whole district Sowing commenced Sugarcane, cotton, and other miscellaneous crops doing well Fodder and water sufficient. Common rice sells as follows —

	Srs	
Sadar	13$\frac{1}{8}$	per rupee.
Khurda .	13$\frac{3}{4}$	
In the interior of the district	14$\frac{1}{8}$	

Hazaribagh.—Rainfall at Sadar 52 Weather seasonable Fodder and water sufficient Common rice sells at Sadar at 11$\frac{1}{4}$ seers per rupee Cattle-disease reported from one thana Giridih report not received

Ranchi—Rainfall 1 45 Weather seasonable Lands are being prepared for *bhadoi* and winter rice crops Average price of common rice is 14$\frac{1}{4}$ seers per rupee No cattle-disease reported Fodder and water sufficient

Palamau—Rainfall 0 16 Weather seasonable Fodder and water sufficient. Rice selling at Sadar at 9$\frac{1}{2}$ seers per rupee

Manbhum—Rainfall at Sadar nil, Gobindpur 44 Weather seasonable Prospects of crops on ground good Fodder and water sufficient Cattle disease reported from Raghunathpur Average price of common rice at Sadar 12 seers 14 chitaks and at Gobindpur 11 seers per rupee Supply sufficient.

Singhbhum.—Rainfall 0 24 Average price of rice is 14 seers 10 chitaks in the district, at Chaibassa 15 seers per rupee

General Summary—More or less rain fell during the week in every district excepting Bankura and Chittagong Several districts are still in need of more rain Ploughing and manuring of fields, planting of sugarcane, and sowing of *aus*, *aman* and jute are still in progress The harvesting of *boro* is going on in some places Fodder dear in Bankura and Ghatal subdivision Water sufficient Cattle-disease reported from seven districts Price of common rice has risen in 19 districts, fallen in 4, and is stationary in the rest (23).

By order of the Lieutenant-Governor of Bengal,

F. A. SLACKE,

Secretary to the Govt. of Bengal.

REVENUE DEPARTMENT,

The 14th May 1901

Abstract of the Results of Meteorological Observations taken at the Alipore Observatory in the month of April 1901

	Inches.	Date.	Hour
The mean pressure of the month	29 740		
The average pressure of April from 24 years' registers	29 752		
The highest pressure in the month	29 920	5th	10
The lowest pressure in the month	29 557	14th	16
The range of pressure	0 363		
	Hours		
The total number of hours of bright sunshine during the month	223 1		
The maximum possible number of hours of sunshine	378 2		
	°		
The mean temperature of the month	86 0		
The average temperature of April from 24 years' registers	84 7		
The highest temperature in the month	103 7	16th	
The lowest temperature in the month	69 2	21st	
The range of temperature during the month	34 5		
The mean daily range of temperature	21 0		
The greatest range of temperature in one day	29 4	11th	
	Per cent		
The mean humidity of the month	71		
The average humidity of April from 24 years' registers	69		
	Inches		
The mean vapour tension of the month	0 857		
The average vapour tension of April from 9 years' registers	0 861		
The mean cloud proportion of the month	4 40		
The average cloud proportion of April from 24 years' registers	2 87		
	Inches.		
The total rainfall of the month	1 55		
The total rainfall indicated by a Beckley's self-registering rain-gauge (mouth of the gauge about 52 feet above the ground)	1 43		
The average fall of April from 48 years' registers	2 81		
The greatest fall in 24 hours	1 33	21st	
	Days		
The number of rainy days in the month	2		
The average number of rainy days in April from 24 years' registers	8		
The mean maximum equilibrium temperature of solar radiation during the month	° 149 9		
The mean difference of sun and air temperatures	52 0		
The greatest sun temperature	156 0	16th	
The greatest excess of sun over air temperature	56 9	24th	
The mean temperature of the nocturnal radiation thermometer on woollen cloth	73 6		
The mean depression of the nocturnal radiation thermometer below the minimum air temperature at 4 feet above the ground*	3 2		
The greatest depression of the nocturnal radiation thermometer below the minimum air temperature	5 8	10th	
	Miles		
The mean movement of the wind per day	161 3		
The greatest movement of the wind in one day	307 0	13th	
The greatest movement of the wind in one hour	20 0	21st 1 to 2 P M.	

The number of hours with winds from each of the 8 points—
N 3, N E 6, E 19, S E 44, S 344, S W 250, W 25, N W 14, Calm 15

The results of observations at the Alipore Observatory are not rigorously comparable with the registers of past years (at the Park Street Observatory) The barometer is about 3 feet higher at Alipore, and, other things being equal, reads therefore 003 lower The diurnal range of temperature is also greater at Alipore, and the mean temperature apparently about 0° 2 lower, and, finally, the thermometer which furnished the record of temperature at the Surveyor-General's Office during 20 years and upwards is found to read 0 6 higher than the Kew Standard thermometer, which is the standard of reference at the present Observatory.

G W KUCHLER,

For *Meteorological Reporter to the Govt of India and Director-General of Indian Observatories.*

METEOROLOGICAL OFFICE, GOVT OF INDIA,
Alipore (Calcutta), the 13th May 1901.

Meteorological Report of the Province c

Meteorological Division	Division	District	Representative stations	Air Pressure: Highest 8 A.M. barometer reading	Air Pressure: Lowest 8 A.M. barometer reading	Air Pressure: Mean 8 A.M. reduced to 32°	Air Pressure: Mean reduced to sea level and constant gravity Lat. 45°	Air Pressure: Variation from normal mean	Wind: Mean direction at 8 A.M.	Wind: Mean velocity in miles daily	Temperature: Highest of month	Temperature: Lowest of month	Temperature: Mean daily maximum temperature	Temperature: Mean daily minimum temperature	Temperature: Mean daily temperature	Temperature: Variation from normal mean
South West Bengal	Burdwan	Burdwan	Burdwan	29 811	29 678	29 707	29 754	— 006	S57°W	(b) 106	111 5	68 6	102 1	75	89 0	+0
			Raniganj	29 580	29 317	29 460	29 743	—	N84°W	38	112 8	70 1	103 0	76 2	89 6	+0
		Birbhum														
		Bankura	Bankura	29 598	29 344	29 484	29 731	—	S23°W	77	111 6	69 6	102 9	(b) 77 3	(b) 90 3	+0
		Midnapore	Midnapore	29 765	29 531	29 659	29 755	— 018	S3°E	144	112 4	67 2	101 3	75 0	88 2	—1
		Hooghly														
		Howrah														
	Presidency	24-Parganas	Saugor Island	29 912	29 685	29 801	29 770	— 003	S16°W	403	(c) 94 4	69 1	90 8	79 9	85 4	+0
		Calcutta	Calcutta	29 916	29 672	29 798	29 765	003	S35°W	161	10[illegible] 7	69 2	98 2	76 8	87 5	+2
		Nadia	Krishnagar	29 883	29 648	29 762	29 767	—	S37 W	116	10[illegible] 1	[illegible]	100 5	75 3	87 9	+1
		Murshidabad	Berhampore	29 856	29 602	29 782	29 748	— 010	S23°W	68	[illegible] 5	68	[illegible] 6	74·9	87 8	+0
		Jessore	Jessore	29 908	29 670	29 785	29 765	— 011	S56°W	101	105 5	[illegible] 2	[illegible] 8 0	76 3	87 4	+1
		Khulna														
North Bengal	Rajshahi	Rajshahi	Rampur Boalia	29 868	29 590	29 725	29 746	— 007	S30°W	69	10[illegible]	[illegible]	[illegible] 8 9	73 9	86 4	+1
		Dinajpur	Dinajpur	29 813	29 512	29 666	29 746	021	N72°E	21	10[illegible]	[illegible]	98 5	68 0	83 7	+1
		Jalpaiguri	Jalpaiguri	29 686	29 305	29 518	30·784	— 002	N63 E	51	[illegible]	[illegible] 1	92 4	67 8	80 1	+1
		Darjeeling	Darjeeling	23 114	22 875	23 009	—	+ 014	S78°W	220	70 8	43 5	64 1	48 4	56 2	+1
		Cooch Behar		29·884	29 512	29 675	29 [illegible]	—	S71°E	77	[illegible] 6	62 4	90 7	69 4	80 0	—
		Rangpur	Rangpur	29·848	29 544	29 700	29 78	+ 004	S67 E	117	105 [illegible]	68 3	96 7	(a) 69 9	(a) 83 1	+3
		Bogra	Bogra	29 857	29 [illegible]	29 736	29 750	—	?	?	106 3	68 5	100 8	73 4	87 1	+3
		Pabna	Sirajganj	29 879	29 614	29 747	29 747	023	S7°E	34	100 [illegible]	66 [illegible]	98 7	73 5	86 1	+3
East Bengal	Dacca	Dacca	Narayanganj	29·044	29 [illegible]	29 810	29 784	— 008	S7 E	104	100 1	68 3	93 4	75 8	84 6	+0
		Mymensingh	Mymensingh	29 894	29 [illegible]7	29 769	29 780	— 018	S55°E	51	99 4	66 9	93 3	72 7	83 0	+1
		Faridpur	Faridpur	29 916	29 [illegible]4	29 781	29 775	— 018	S5 E	38	100 6	65 9	95 2	73 6	84 5	+1
		Backergunge	Barisal	29 953	29 [illegible]	29 824	29 782	— 004	S1 E	158	100 4	67 1	93 4	75 [illegible]	84 5	+1
	Chittagong	Tippera	Comilla	29 940	29 660	29 818	29 802	—	S2°W	224	102 3	67 8	93 8	74 4	74 1	+2
		Noakhali	Noakhali	29 929	29 [illegible]	29 812	29 801	—	S3°E	137	103 [illegible]	65 0	9[illegible] 6	73 7	84 7	+3
		Chittagong	Chittagong	29 897	29 [illegible]	29 787	29 833	— 008	S37 E	219	99 0	67 6	91 1	73 9	82 [illegible]	+1
		Chittagong Hill Tracts														
Behar	Patna	Patna	Bankipore	29 728	29 4[illegible]1	29 600	29 736	— 008	S33°W	140	105 7	68 2	101 [illegible]	73 3	87·3	+0
		Gaya	Gaya	29 540	29 2[illegible]	29 413	29 740	— 003	S34 W	174	108 8	69 8	102 8	75 9	89 4	+0
		Shahabad	Dehri	29 580	29 306	29 437	29 713	+ 006	S82 W	128	109 4	69 0	102 3	75 6	90 0	—0
			Buxar	29 686	29 413	29 544	29 738	+ 001	S79°W	189	105 5	67 6	101 3	73 5	87 4	+0
			Arrah	29 703	29 401	29 584	29 727	—	S81°W	96	106 9	65 0	101 7	72 2	87 0	+0
		Saran	Chapra	29 722	29 471	29 598	29 734	—	S17 W	111	105 2	68 3	101 1	70 8	86 0	+0
		Champaran	Motihari	29 705	29 [illegible]	29 547	29 731	—	S34 E	128	104 0	[illegible]7 9	98 1	66 5	82 3	—0
		Muzaffarpur	Muzaffarpur	29 755	29 46[illegible]	29 611	29 744	—	N87°E	45	102 5	63 8	97 9	69 2	83 6	—
		Darbhanga	Darbhanga	29 758	29 [illegible]	29 615	29 737	— 012	S69°E	109	102 8	64 4	97 8	70·9	84 4	+0
	Bhagalpur	Monghyr														
		Bhagalpur	Bhagalpur	29 763	29 [illegible]	29 620	29 742	+ 010	N4[illegible]°E	94	106 5	67 3	99 8	71 8	85·8	+0
		Purnea	Purnea	29 795	29 49[illegible]	29 659	29 740	— 015	N86°E	106	105 8	62 3	99 4	69 1	84 2	+0
		Malda	Malda	29 842	29 577	29·711	29 736	—	S64°E	64	106 4	66 1	99 4	71·2	85 3	+1
		Sonthal Parganas	Naya Dumka	29 420	29 168	29 303	29 746	+·011	S84°W	34	108 4	67·9	101 5	74 7	88 1	+0
Orissa	Orissa	Cuttack	Cuttack	29 868	29 650	29 751	29 774	— 003	S37° W	110	106 4	74 2	101 0	78 6	90 3	+0
			False Point	29·881	29 724	29 881	29 784	0	S48°W	369	95 5	72 1	88 9	78 1	83·6	—0
		Balasore	Balasore	29 880	29 648	29 775	29 768	+ 014	S32°W	210	107 5	65 8	99 0	76 1	87 6	+0
			Shortt's Island													
		Puri	Puri	29 931	29 722	29 827	29·790	—	S45°W	279	91 2	73 1	87 9	78 8	83 4	—
			Gopalpur	29 925	29 703	29 821	29 782	—	S37°W	(d) 435	90 3	74 1	88 4	76 6	82 5	—
Chota Nagpur	Chota Nagpur	Hazaribagh	Hazaribagh	27 922	27 [illegible]	27 816	29 747	+ 006	N87°W	196	104 3	68 1	97 3	73 0	85·2	—0
		Ranchi	Ranchi	27 795	27 590	27 698	29 749	+ 006	S87°W	184	103 2	66 5	96 8	72 5	84 1	—0
		Palamau	Daltonganj	29 182	28 918	29 072	29 761	—	S55°E	115	110 1	62 2	102 4	68 1	85·3	—
		Manbhum	Purulia	29 080	28 851	28 975	29 733	—	W	69	111 7	70 4	102·2	75·9	89·0	—
		Singhbhum	Chaibassa	29 156	28·915	29 042	29 749	—	S67°W	53	110 0	68 6	101 6	76 2	88·9	—1
Assam	......	Sibsagar	Sibsagar	29 688	29 388	29 537	29 885	— 015	N43°E	94	91 4	68·2	80 4	65 8	72 8	—1
		Goalpara	Dhubri	29·872	29 540	29 711	29 783	— 002	N67°E	174	100 8	65 6	91·3	(e) 70·3	(e) 81 4	+1
		Cachar	Silchar	29·902	29 660	29 778	29 886	—·001	N81°E	76	99 3	68 4	88·7	68 7	78·7	+0

(a) Mean of 28 days. (b) Mean of 29 days. (c) Mean of 25 days

Bengal for the month of April 1901.

Humidity		Cloud.		Rain fall	District observations — Rainfall— Of month					Since 1st April 1901					District.
Mean, 8 A.M.	Variation from normal mean.	Mean cloud amount 8 A.M.	Variation from normal mean, 8 A.M.		Mean of district	Normal mean	Variation from mean	Number of rainy days	Normal mean number of rainy days	Mean of district	Normal mean	Variation	Mean number of rainy days	Normal mean number of rainy days	
70	0	3.9	+2.1	2.51	2.58	1.74	+0.84	3.20	3.60	2.58	1.74	+0.84	3.20	2.69	Burdwan
52	—	1.3	—	1.27											
					1.85	1.12	+0.73	2.25	1.91	1.85	1.12	+0.73	2.35	1.99	Birbhum
(b) 47	—	3.0	—	1.38	1.04	1.21	+0.43	3.20	2.31	1.04	1.21	+0.43	3.20	2.31	Bankura
67	—	2.1	—	3.52	3.01	1.37	+1.64	4.00	[illegible]	3.01	1.37	+1.64	4.00	[illegible]	Midnapore
					2.55	1.89	+0.66	3.38	2.08	2.55	1.89	+0.66	3.33	2.08	Hooghly
					1.90	1.59	+0.31	3.00	2.71	1.90	[illegible]	+0.31	3.00	2.71	Howrah
84	−8	6.4	+1.8	4.01	3.89	1.74	+2.15	3.71	[illegible]	3.89	1.74	+2.1	3.71	2.62	24 Parganas
78	−3	4.1	+1.8	1.55	1.55	1.74	−0.19	2.00	[illegible]	1.55	1.74	0.19	2.03	2.92	Calcutta.
71	—	3.4	—	3.79	4.06	2.81	+1.25	3.40	3.08	4.06	2.81	+1.25	3.40	3.08	Nadia
69	+1	(b) 3.4	+1.3	1.41	1.05	1.66	−0.61	2.22	[illegible]	1.05	1.66	0.61	2.23	2.74	Murshidabad
79	−8	3.5	−0.3	4.78	3.51	3.37	+0.14	4.00	4.6	3.51	3.37	+0.14	4.00	4.67	Jessore.
					4.73	2.94	+1.79	6.33	[illegible]	4.73	2.94	+1.79	6.33	4.16	Khulna.
65	—	(b) 2.4	—	1.50	1.12	1.70	−0.58	1.50	2.08	1.12	1.70	−0.58	1.50	2.08	Rajshahi
71	—	4.1	—	0.78	0.29	1.60	−1.31	0.75	[illegible]	0.29	1.60	−1.31	0.75	2.56	Dinajpur
71	—	1.6	—	0.87	1.19	5.20	−4.01	2.00	[illegible]	1.19	5.20	−4.01	2.00	6.90	Jalpaiguri
66	−5	(a) 3.2	−[illegible]	1.53	1.96	5.17	−3.21	[illegible]	[illegible]	1.96	5.17	−3.21	5.00	8.09	Darjeeling
77	—	5.1	—	4.32	2.01	5.08	−3.07	2.25	[illegible]	2.01	[illegible]	−3.07	2.25	6.74	Cooch Behar
78	—	1.2	—	0.69	0.87	3.84	−2.97	1.20	[illegible]	0.87	3.84	−2.97	1.20	4.85	Rangpur
83	—	3.5	—	0.28	0.65	2.25	−1.60	1.00	[illegible]	0.65	2.25	−1.60	1.00	3.52	Bogra
83	—	(c) 6.3	—	3.31	3.42	3.10	+0.32	2.50	4.94	3.42	3.10	+0.32	2.50	4.94	Pabna
85	−2	6.8	+2.9	[illegible]	3.67	4.77	−1.10	7.00	6.59	3.67	4.77	−1.10	7.00	6.59	Dacca
80	—	(b) 6.7	—	2.50	2.69	4.26	−1.57	5.29	[illegible]	2.69	4.26	−1.57	5.29	[illegible]	Mymensingh
88	—	4.2	—	6.30	5.69	3.96	+1.73	8.33	5.83	5.69	3.96	+1.73	8.33	5.83	Faridpur
83	—	6.7	—	5.64	5.97	3.21	+2.76	7.50	4.08	5.97	3.21	+2.76	7.50	4.08	Backergunge
79	—	6.4	—	3.42	5.72	5.49	+0.23	6.11	[illegible]	5.72	5.49	+0.23	6.11	5.77	Tippera
80	—	3.4	—	6.02	6.55	4.44	+2.11	8.25	[illegible]	6.55	4.44	+2.11	8.25	[illegible]	Noakhali
78	−10	5.3	+0.2	5.01	3.87	3.41	+0.46	5.20	4.15	3.87	3.41	+0.46	5.20	4.15	Chittagong
					3.41	4.03	−0.62	6.00	[illegible]	3.41	4.03	−0.62	6.00	5.60	Chittagong Hill Tracts
48	+3	2.1	+0.9	0.0	0.01	0.26	[illegible]	0.00	[illegible]	0.01	0.26	−0.25	0.00	0.60	Patna
43	0	3.7	+0.6	0.03	0.02	0.15	−0.13	0.11	[illegible]	0.02	0.15	−0.13	0.11	0.36	Gaya
36	—	3.2	—	0.03											
38	—	2.8	—	Nil	0.01	0.18	−0.17	0.00	0.89	0.01	0.18	−0.17	0.00	0.89	Shahabad
40	—	1.8	—	0.01											
43	—	2.6	—	Nil	Nil	0.20	−0.20	0.00	0.58	Nil	0.20	−0.20	0.00	0.58	Saran
90	—	0.5	—	Nil	0.06	0.52	−0.46	0.25	0.90	0.06	0.52	−0.46	0.25	0.90	Champaran
77	—	0.4	—	Nil	Nil	0.52	−0.52	0.00	0.82	Nil	0.52	−0.52	0.00	0.82	Muzaffarpur
52	−8	1.3	+0.5	Nil	Nil	0.59	0.59	0.00	1.20	Nil	0.59	−0.59	0.00	1.20	Darbhanga
					Nil	0.35	−0.35	0.00	0.67	Nil	0.35	−0.35	0.00	0.67	Monghyr
51	—	3.0	—	0.23	0.06	0.93	−0.87	0.33	1.64	0.06	0.93	−0.87	0.33	1.64	Bhagalpur
59	+2	2.7	+1.1	Nil	0.27	1.62	−1.35	0.60	2.46	0.27	1.62	−1.35	0.60	2.46	Purnea
69	—	2.7	—	0.92	0.25	1.06	−0.81	0.50	[illegible]	0.25	1.06	−0.81	0.50	2.07	Malda.
43	—	3.8	—	0.51	0.59	0.77	−0.18	0.83	1.60	0.59	0.77	−0.18	0.33	1.60	Sonthal Parganas
76	+4	4.3	+3.0	0.91	1.44	1.07	+0.37	3.25	[illegible]	1.44	1.07	+0.37	3.25	1.65	Cuttack
83	−9	0.1	+3.0	0.24											
72	—	3.4	—	4.47	2.37	1.62	+0.75	4.43	[illegible]	2.37	1.62	+0.75	4.43	2.71	Balasore.
															Shortt's Island.
87	—	3.3	—	0.21	0.58	0.41	+0.17	1.80	[illegible]	0.58	0.41	+0.17	1.80	0.84	Puri
80	—	1.1	—	0.10											
80	−6	3.5	+2.1	0.08	0.27	0.38	−0.11	0.50	0.86	0.27	0.38	−0.11	0.50	0.86	Hazaribagh
41	—	3.4	—	1.69	0.96	0.50	+0.46	2.33	1.24	0.96	0.50	+0.46	2.33	1.24	Ranchi
43	—	1.6	—	0.45	0.13	0.16	−0.03	0.50	0.46	0.13	0.16	−0.03	0.50	0.46	Palamau
42	—	2.1	—	1.48	0.62	0.96	−0.34	1.83	1.72	0.62	0.96	−0.34	1.83	1.72	Manbhum
61	—	2.4	—	0.89	1.91	0.92	+0.99	3.00	1.62	1.91	0.92	+0.99	3.00	1.62	Singhbhum
90	0	(a) 5.5	+1.6	7.28											Sibsagar
75	−1	5.1	+2.5	2.54											Dhubri.
83	0	(b) 6.7	+1.3	16.50											Cachar

…) Mean of 16 days. (c) Mean of 23 days

Table of Rainfall recorded at stations

Meteorological Division.	Division.	District	Station	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
SOUTH WEST BENGAL	Burdwan	Burdwan	Kalna																		0·58	...	0·93
			Burdwan							...											0·02	0 39	
			Katwa																			0 08	
			Raniganj			...			...													0 12	
			Mankur							...													
		Birbhum	Suri																				
			Hetampur						...	...													
			Rampur Hât					...															
			Bolpur					...														0·20	
			Murarai			0 15				...													
			Lahpur																		...	0 15	
		Bankura	Bankura												...						0 02	0·19	
			Vishnupur												...						0 11	0 71	
			Maliara																	0 39			
			Khatra							...	...									1 40	0 26	0 36	
			Indas			0 10															0 11	0 49	
			Kotalpur	...												...						0 09	
			Onda						...												0 25		
			Gangajalghati							...													
			Raipur																	0 34	0 45		...
			Sonamukhi																	...			
		Midnapore	Contai								...			0 24				...		...		1 02	...
			Tamluk					...					...					...			0 83	0 64	
			Midnapore																		0 48	0 85	
			Ghatal																			0 50	
			Kukrahaty	...																		1 46	
			Garhbeta																	0 10	0 90		
			Panskura				0 43														0 66	0 52	
			Dantan								...											0 90	
		Hooghly	Serampore																			0 11	
			Hooghly																			1 04	
			Aramtagh (Jahanabad)					...											...			0 25	
		Howrah	Howrah																			0 34	
			Mohesreka																...		0 60	0 21	
			Ulubaria					...												0 15	0 14		
	Presidency	24-Parganas	Saugor Island											0 0[illegible]								0 46	
			Diamond Harbour																		0 39	1 26	
			Budge Budge																		0 10	0 23	
			Canning Town																			0 18	
			Alipore (Obsy.)					...														0 17	
			Barrackpore						...													0 35	
			Dum Dum																			0 20	
			Barasat						...	...												0 [illegible]2	
			Basirhat																				
		Nadia	Ranaghat																		0 27	0 82	
			Krishnagar																			0 41	
			Chuadanga																			0 15	...
			Meherpur									...											
			Kushtia			0 05																	
		Murshidabad	Kandi			0 03																...	
			Berhampore																			0 25	
			Lalbagh			0 04																...	
			Azimganj			0 02																	
			Jangipur			0 06		...															
			Lalgola																				
			Akriganj			0 08			...														
			Patkabari																				
			Dumkal			0 11		...								0 01					0 10	1 05	
		Jessore	Narail			0 20			0 40													1·23	
			Jessore						...													0 21	
			Jhenidah																			0 33	
			Magura			0 07	0 08									0 06						0 85	
			Bangaon																		...	0 41	
		Khulna	Satkhira			0 13		0 76							0 08							2 00	
			Bagerhat				1 09								0 22							2 23	
			Khulna											...								0 43	
			Kaliganj																			0 38	
			Nakipur					...														1 58	
			Dumuria			0 13																0 65	
			Rampal																			0 40	...
			Kalaroa			0 23						...										0 72	
			Paikgacha																			1 75	
			Mollahat		0 02		0 2	0·02														0 77	
			Morrelganj				0 37													...		0 06	
			Tala		0 03		0 05																
NORTH BENGAL	Rajshahi	Rajshahi	Boalia			0 10																	
			Nator			0 10										...							
			Naugaon																				...
			Lalpur																			...	
			Manda																	...		...	
			Mahadebpur																			...	...
		Dinajpur	*Nithpur*																				
			Nawabganj																				
			Gangarampur																				
			Churaman							...												...	
			Raiganj							...	...											...	
			Dinajpur											...								...	
			Balurghat			...									...							...	
			Thakurgaon				...					...								...		...	
			Setabganj			...		...			...												
			Ranganj						...														
		Jalpaiguri	Jalpaiguri			0 1[illegible]											0·12					...	
			Alipur Duar			0 08														...		...	...
			Falakata			0 80																	
			Debiganj											...									
			Bhagatpur (Nagrakatta)	...		0 80	...			0 20												...	...
		Darjeeling	Kalchini		0·68				0 52														
			Buxa		0 92			0·11	0 35						0 23			0 04					
			Siliguri			0 33						0 02					0 02						
			Darjeeling			0 64			0·01	0 47							0 18						
			Kalimpong			0 81	0·21		0 36	0·21							0 06			...			
			Mungpoo	0 02		0·29				0 77		0 02				0 07							
			Kurseong												0 10							...	...
			Pedong	0 26	0 11	0 40	0 85	0 01	0 07	0 55	...			0 09			0 22	0 03	...	0 06			

in Bengal in April 1901.

21	22	23	24	25	26	27	28	29	30	Number of rainy days	Average number of rainy days	Total rainfall for the month	Average rainfall for the month	[illegible]	Total rainfall from 1st Jan to 30th April 1901	Average rainfall from 1st Jan to 30th April	Station	District	Division	Meteorological Division
2.02	0.86			0.10						5	2.88	4.56	2.41	2.01	4.56	2.41	Kalna	Burdwan.	Burdwan	South-West Bengal
0.90	0.06	0.78			0.06					4	3.14	2.51	3.06	[illegible]	2.51	2.0[illegible]	Burdwan			
0.98	1.91	0.23				...				3	2.88	3.15	1.62	[illegible]	3.1[illegible]	1.62	Katwa			
0.35	0.80			...						3	2.27	1.27	1.27	[illegible]	1.[illegible]7	1.27	Raniganj			
	1.41									1	1.90	1.41	1.90	1.41	1.41	1.90	Mankur			
0.90	0.88									2	2.15	1.78	0.98	[illegible]	1.78	0.98	Suri	Birbhum		
0.98	0.95									3	1.76	1.93	1.[illegible]6	[illegible]	1.9[illegible]	1.[illegible]6	[illegible]tampur			
	1.53									1	2.2	1.5	1.32	1.13	1.5[illegible]	1.32	Rampur Hât			
1.22	0.58	0.18								4	1.80	2.18	1.10	1	2.18	1.10	Bolpur			
...	0.29	0.06						...		2	?	0.49	?		0.49	?	*Morari*			
0.26	0.95									3	?	1.16	?		1.16	?	*Labpur*			
0.95					0.22					3	0.75	1.[illegible]	1.34	[illegible]	1.[illegible]	1.24	Bankura	Bankura		
0.81	0.12									4	2.51	.55	1.70	[illegible]	1.[illegible]	1.50	Vishnupur			
0.80	0.53		...							3	2.11	1.71	0.86	[illegible]	1.71	0.86	Malhara			
1.18										4	1.98	3.21	1.0[illegible]	1.4[illegible]	3.20	1.00	Khatra			
0.98	0.19									5	2.[illegible]6	1.8[illegible]	1.6[illegible]	[illegible]	1.8	1.62	Indas			
1.80		0.20			0.2[illegible]		...			3	2.[illegible]	2.[illegible]	1.[illegible]	1.80	2.[illegible]	1.65	Kotalpur			
0.72			0.05							2	2.18	1.[illegible]	0	[illegible]	1.[illegible]	0.97	Onda			
0.63										1	2.77	0.9[illegible]	0.[illegible]	[illegible]	[illegible]6	0.99	Gangajalghati			
0.88	0.28				0.23					5	80	2.18	0.[illegible]	[illegible]	2.18	0.85	Raipur			
0.70	0.23									2	1.91	0.54	1.28	[illegible]	0.[illegible]	1.28	Sonamukhi			
0.74	0.07		0.25		0.00				0.07	4	2.02	2.46	1.[illegible]4	[illegible]	2.[illegible]	1.24	Contai	Midnapore		
0.70		1.02								4	2.12	3.[illegible]9	1.[illegible]6	[illegible]	3.[illegible]	1.[illegible]5	Tamluk			
1.81	0.0[illegible]	1.06			0.[illegible]3					5	2.85	3.86	1.[illegible]0	[illegible]	[illegible]8	1.[illegible]0	Midnapore			
0.81					0.04					2	2.74	1.[illegible]5	1.71	[illegible]	1.[illegible]5	1.71	Ghatal			
0.83		0.8[illegible]		0.30					0.[illegible]2	5	1.75	4.[illegible]	0.9[illegible]	[illegible]	4.2[illegible]	0.9[illegible]	Kukrahaty			
1.10		0.80			0.06			...		4	2.00	2.18	1.45	[illegible]	2.[illegible]	1.4[illegible]	Garhbeta.			
1.13		0.10		0.03	0.[illegible]0					6	?	3.57	?	[illegible]	3.57	?	*Panskura.*			
0.20			0.16	0.27	0.4					4	?	1.88	?		1.88	?	*Dantan*			
1.37					1.74				0.01	3	3.04	3.11	2.01	[illegible]	3.11	2.01	Serampore	Hooghly		
0.70					0.[illegible]					3	2.77	2.64	1.[illegible]	[illegible]	[illegible]64	1.81	Hooghly			
0.90		0.36			0.34			...		4	2.72	1.[illegible]	1.7[illegible]	[illegible]	1.91	1.76	Arambagh (Jahanabad)			
1.91					0.04					2	[illegible]	2.20	1.92	1.[illegible]	2.20	1.92	Howrah	Howrah		
0.60				0.02	0.15		...		0.03	4	[illegible]50	1.51	1.2	[illegible]	1.51	1.26	Mohesreka			
0.62	...	0.12			0.22				0.08	5	?	1.33	?	[illegible]	1.[illegible]9	?	*Uluberia*			
0.95	1.98		0.50						0.09	4	2.00	4.01	1.1	1.[illegible]8	4.01	1.13	Saugor Island	24-Parganas	Presidency	
1.20		0.81		1.20					0.44	6	2.16	5.23	1.7	[illegible]	5.23	1.75	Diamond Harbour			
0.60		0.12			0.16				0.06	5	?	1.27	?	[illegible]	1.2	?	*Budge-Budge*			
1.80				0.06	0.[illegible]2					2	1.80	2.1	1.4	[illegible]	2.[illegible]5	1.43	Canning Town			
1.38					0.0[illegible]				0.01	2	2.[illegible]2	1.55	1.74	1.3[illegible]	1.55	1.74	Alipore (Obsy.)			
1.41					2.[illegible]7					3	[illegible]	4.[illegible]	1.81	[illegible]	4.2[illegible]	1.8[illegible]	Barrackpore			
2.88					0.34					2	3.04	[illegible]2	1.8	[illegible]	[illegible]	1.87	Dum Dum			
1.30				0.[illegible]2	[illegible]76					4	2.1[illegible]	4.[illegible]	1.9	[illegible]	4.38	1.90	Barasat			
1.74			0.36		1.3[illegible]				0.34	5	3.24	4.04	2.[illegible]	[illegible]	4.04	2.2[illegible]	Basirhat			
1.05	3.82	0.[illegible]								3	[illegible]6	[illegible]11	2	[illegible]	[illegible]19	2.71	Ranaghat	Nadia		
1.12	1.80	[illegible]1[illegible]								3	[illegible]3[illegible]	3.79	2.[illegible]	1.[illegible]0	3.79	2.38	Krishnagar			
0.67	0.[illegible]1	0.[illegible]								4	[illegible]31	2.31	2.[illegible]7	[illegible]	2.31	2.[illegible]7	Chuadanga			
0.80	1.[illegible]	2.[illegible]								4	3.69	4.7	3.10		4.71	3.10	Meherpur			
1.35	1.16	1.7[illegible]								3	4.9	4.[illegible]	3.1		4.[illegible]0	3.1	Kushtia			
0.74	1.40	1.[illegible]5								3	2.[illegible]6	2.[illegible]2	1.84	[illegible]	2.[illegible]2	1.84	Kandi	Murshidabad		
0.[illegible]0	0.78	0.[illegible]								2	2.[illegible]4	1.41	1.[illegible]	[illegible]	1.41	1.50	Berhampore			
0.18	0.7[illegible]	0.15								4	[illegible]73	1.31	1.2[illegible]	[illegible]	1.[illegible]9	1.24	Lalbagh			
0.05	0.70	0.06								1	2.[illegible]	0.83	1.16	[illegible]	0.83	1.56	Azimganj			
	0.32									1	[illegible]	0.38	1.37	[illegible]	0.38	1.37	Jangipur			
	0.[illegible]	0.25								2	2.45	0.[illegible]0	1.46		[illegible]00	1.46	Lalgola.			
0.07	0.47									1	3.00	0.02	1.[illegible]4	[illegible]	0.02	1.84	Akriganj			
											3.25		2.5[illegible]			2.53	Pathabari			
0.18	0.45									[illegible]	[illegible]14	0.82	1.5[illegible]	[illegible]	0.82	1.52	Dumkal			
0.37	1.31				0.[illegible]8					6	5.24	4.72	3.[illegible]		4.[illegible]	3.96	Narail	Jessore		
1.23	1.47				0.85					4	4.79	4.[illegible]	3.1	[illegible]	4.78	3.[illegible]1	Jessore			
0.72	1.20	0.0[illegible]								[illegible]	4.6[illegible]	2.18	3.[illegible]9	1.[illegible]	2.1[illegible]	3.30	Jhenidah			
0.63	0.61	0.06			0.[illegible]3					3	5.10	1.83	[illegible]81	[illegible]	1.83	[illegible]63	Magura			
1.38	1.70				0.3[illegible]					4	3.88	4.25	2.[illegible]5	[illegible]	4.[illegible]	2.55	Bangaon			
1.93			0.36	...	0.87				0.13	7	4.16	4.49	2.[illegible]8	[illegible]	4.49	2.98	Satkhira	Khulna		
0.77	0.[illegible]3		0.[illegible]		0.16				0.03	6	3.84	4.6[illegible]	2.15	[illegible]	4.07	2.8[illegible]	Bagerhat			
0.99	0.06		1.01		[illegible]3				0.38	6	4.49	5.02	2.18	[illegible]	5.02	2.98	Khulna			
1.24					1.24					3	?	2.81	?		2.[illegible]9	?	*Kaliganj*			
0.55										2	?	1.03	?	0.[illegible]	1.13	?	*[illegible]akipur*			
1.[illegible]2			0.52							4	?	3.80	?	[illegible]	3.80	?	*Dumuria*			
1.06				0.60	0.80			0.05		4	?	3.16	?	[illegible]	3.16	?	*Lampal*			
1.40	0.50				0.[illegible]				0.18	6	?	3.11	?	[illegible]	3.11	?	*Kalaroa*			
1.98			0.9[illegible]		0.71				0.22	5	?	3.97	?	[illegible]	[illegible]17	?	*Paikgacha*			
3.15	4.02	1.15	2.05		3.3[illegible]		1.25			8	?	16.01	?	[illegible]	16.[illegible]1	?	Mollahat			
0.77	0.04			0.34	0.[illegible]				0.03	5	?	2.66	?	[illegible]	[illegible]66	?	*Morellganj*			
0.93			1.07	0.12	0.70				0.11	5	?	3.57	?	[illegible]	3.57	?	*Tala*			
0.10	0.10	0.04		...						4	2.89	1.24	1.69	[illegible]	1.24	1.60	Boalia	Rajshahi.	Rajshahi	North Bengal
	2.48	0.05								1	3.24	2.[illegible]	3.47	[illegible]	[illegible]8	3.17	Nator			
							...			Nil	2.33	Nil	1.2[illegible]	Nil	Nil	1.[illegible]	Naugaon			
1.05	0.85	0.84								3	3.40	2.74	2.0[illegible]	1.[illegible]5	2.74	2.0[illegible]	Lalpur			
...	0.11									1	2.10	0.11	1.4[illegible]	0.[illegible]	0.11	1.40	Manda			
										Nil	2.12	Nil	1.20	N[illegible]	Nil	1.29	Mahadebpur			
0.22						...				1	?	0.[illegible]2	?	[illegible]	0.22	?	*Nitpur*	Dinajpur		
										Nil	?	Nil	?	N[illegible]	Nil	?	*Nawabganj*			
...										Nil	?	Nil	?	[illegible]	Nil	?	*Gangarampur*			
...										Nil	1.82	Nil	1.78	[illegible]	Nil	1.18	Churaman			
	0.09									Nil	2.68	0.09	1.62	0.0[illegible]	[illegible]09	1.62	Raiganj			
	0.12	0.83								2	3.12	0.95	2.0[illegible]	[illegible]	0.95	2.08	Dinajpur			
	0.11					...				1	2.50	0.11	1.60	0.11	0.11	1.60	Balurghat			
		0.64								1	?	0.64	?	[illegible]	0.64	?	*Thakurgaon*			
	0.40									1	?	0.40	?	[illegible]	0.40	?	*Solabganj*			
	...	0.83		...	...					1	?	0.83	?	[illegible]	0.83	?	*Ramganj*			
...		0.58								2	5.98	0.71	4.11	[illegible]8	0.71	4.11	Jalpaiguri	Jalpaiguri.		
...		0.84						...		3	7.0[illegible]	1.[illegible]4	7.1[illegible]	[illegible]4	1.04	7.17	Alipur Duar			
...		0.62								2	7.7	1.42	5.6	[illegible]	1.42	5.6[illegible]	Falakata			
		0.[illegible]								1	4.[illegible]	[illegible]	3	[illegible]	0.98	3.60	Debiganj			
...		0.10							0.40	4	?	1.50	?	[illegible]	1.50	?	*Bhagatpur (Nagrakatta)*			
	0.22							0.02		3	?	1.44	?	[illegible]	1.44	?	Kalchini.			
0.56	0.17					0.12		0.06	0.02	[illegible]	11.9[illegible]	2.88	8.87	[illegible]	2.88	8.37	Buxa	Darjeeling		
	0.50								1.21	[illegible]	6.00	1.04	4.21		1.04	4.21	Siliguri			
...	0.31	0.03							0.04	3	8.40	1.[illegible]3	4.61	[illegible]	[illegible]53	4.62	Darjeeling			
	0.17							0.42	0.07	7	7.54	2.38	5.3[illegible]	[illegible]	2.38	5.50	Kalimpong			
		0.[illegible]2							0.45	4	?	2.00	?	[illegible]	2.00	?	*Mungpoo*			
		0.14							0.[illegible]	3	?	0.[illegible]	?	[illegible]	0.90	?	*Kurseong.*			
	0.28			0.29		0.04		0.47	0.05	[illegible]	?	4.58	?	[illegible]	4.58	?	*Pedong*			

Table of Rainfall recorded at stations

Meteorological Division	Division	District	Station	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
NORTH BENGAL—concld.	Rajshahi—concluded	Tibet	Yatung		0 45	0 67		0 35	0 44	0 25			0 06	0·24	0 10				0·64	0 04	0 10		
		Cooch Behar	Dinhatta			0 05	0 15																
			Cooch Behar			0 44																	
			Mekliganj			0·50																	
			Mathabhanga			0 72	0 08																
			Fulbari			0 78																	
		Rangpur	Bhawaniganj (*Gaibanda*)																				
			Rangpur																				
			Peerganj																				
			Kuriguon																				
			Gobindganj																				
			[illegible]agdogra (*Nilphamari*)																				
			Ulipur																				
			Sunderganj																				
		Bogra	Sherpur																				
			Nowkhilla																				
			Bogra																				
			Panchbibi																				
		Pabna	Pabna			0 03																0 04	
			Serajganj			0 08																	
EAST BENGAL.	Dacca.	Dacca	Munshiganj				0 11				0 32	0·04			0 25		0 16					0 07	
			Dacca			0·01	0 45		0 01								0 10		0 20			0 08	
			Narayanganj				0 19								0 12		0 13					0·03	
			Manikganj			0 02			0 82										0·15				
			Jaydebpur			0 15	1 20		1 81										0 40				
		Mymensingh	Kishorganj			0 12			0 12			0 35					0 45	0 77					
			Atia (*Tangail*)			0 41																	
			Mymensingh														0 80						
			Jamalpur																				
			Netrakona			0 22										0 75	0 [illegible]			0 03			
			Subarnakhali																		Not recorded		
			Durgapur	0 10	0 20												0 30						
			Sherpur Town				0 00																
			Dewanganj			0 45																	
			Nalitabari			0 52										0 05							
		Faridpur	Madaripur				1 6[illegible]	0 15			0·19											0 [illegible]	
			Faridpur			0 02	0 52	0·03	0 52			0 22							1 [illegible]8	0 72		0·06	
			Goalundo																0 50	0 60		0 04	
		Backergunge	Patuakhali			0 75																0 18	
			Pirojpur				0 74	0 20														0·96	
			Barisal				0 45					0 10										1 51	
			Gaurnadi				0 25	0 41			1 47	0 02							0 08			0 94	
			Bhola				0 08				0·66	0 03										0 90	
			Doulatkhan				0 9[illegible]															1 1[illegible]	
			Bauphal				3 50														0 4[illegible]		
	Chittagong	Hill Tippera	Agartala									1 4[illegible]				0 07							
		Tippera	Comilla			0 45	0 02											0 07				0 10	
			Chandpur				0 70				0·20	0 47										0 70	
			Brahmanbaria			0 04					0 50							2 00	0 11				
			Ramchandrapur			0·70	0 36																0 15
			Nasirnagar													2 10			1 30				
			Daudkandi																				
			Kasba							1 [illegible]								1 05					
			Laksam				2 4[illegible]	0 05														0 [illegible]7	
		Noakhali	Noakhali				0 90					0 12										1 80	
			Fenny				0 48				0 03											0 25	
			Harishpur																			0 47	
			Ramganj				0 72				0·25	0 28										0 [illegible]0	
			Chhagalnaya				0 62				0 09											0 16	
			Hatya				0·2[illegible]															0 [illegible]6	
			Lakhmipur				0 52					0·24										0·94	
		Chittagong	Cox's Bazar																			0 28	
			Chittagong									0 02				0 03						0·65	
			Kutubdia																			0 22	
			Satkania				0 03															0 48	
			Kodala																			0 23	
			Fenoa																			1 18	0 03
			Mirsarai				0 68															1 70	
		Chittagong Hill Tracts	Rangamati									0 02										0 41	
			Bandarban				0 12									0 02						0 76	
			Barkal				0 1	0 23														0 20	
BIHAR	Patna	Patna	Patna							0 03													
			Dinapore																				
			Bihar																				
			Barh																				
			Bikram																				
			Hilsa																				
		Gaya	Aurungabad																				
			Gaya			0 03																	
			Nawada																				
			Jahanabad																				
			Arwal							0 1													
			Daudnagar																				
			Sherghati																				
			Rajauli																				
			Pakri Barawan																				
			Deo																				
		Shahabad	Buxar																				
			Dehri			0 02																	
			Bhabhua																				
			Sasaram																				
			Arrah						0 02														
			[illegible]hanes																				
			Khera																				
			Agiaon																				
			Ramnagar																				
			Kouth																				
			Sikraul						0 08														
			Buxowan																				
			Mohaniapur							0 13													
			Chausa																				

Bengal in April 1901—*continued*

	22	23	24	25	26	27	28	29	30	Number of rainy days	Average number of rainy days	Total rainfall for the month	Average rainfall for the month	Heaviest rainfall during the month	Total rainfall from 1st to 30th April 1901	Average rainfall from 1st to 30th April	Station	District	Division	Meteorological Division
	0·08	0·38		0·08	0·07	..	0·05	0·05	0·16	12	?	4·66	?	0·07	4·66	?	Yatung	Tibet	Rajshahi—*concluded*	North Bengal—*concluded*
	0·31	0·87								8	6·47	1·98	5·15	0·87	1·98	5·15	Dinhatta	Cooch Behar		
		3·68								2	7·71	4·32	6·16	3·68	4·32	6·16	Cooch Behar			
	..	0·50								2	5·82	1·00	4·23	0·50	1·00	4·23	Mekliganj			
		0·60								2	6·94	1·35	4·72	0·72	1·35	4·72	Matabhanga			
		0·75		..						2	?	1·48	?	0·7	1·48	?	*Fulbari*			
5	0·01	0·07	..							Nil	4·28	0·13	3·01	0·07	0·13	3·01	Bhawaniganj (*Gaibanda*)	Rangpur		
	0·04	0·05								1	4·60	0·09	3·37	0·05	0·09	3·37	Rangpur			
	0·30	..		..	..					1	?	0·30	?	0·30	0·30		*Peerganj*			
	0·20	1·60			...					2	5·81	1·80	5·15	1·60	1·80	5·15	Kurigram			
											?					?	(*Gobindganj*)			
		1·01								1	4·30	1·01	3·35	1·01	1·01	3·35	Baradogra (*Nilphamari*)			
	0·15	0·55								0	5·20	0·70	4·31	0·55	0·70	4·31	Ulipur			
	0·20	0·40		...						2		0·60	?	0·40	0·60	?	*Sundarganj*			
	1·15		..							1	3·41	1·15	2·21	1·15	1·15	2·21	Sherpur	Bogra.		
	0·95	...			0·22					2	4·10	1·17	3·43	0·95	1·17	2·43	Nowkhilla			
	0·05				0·23					1	3·88	0·28	2·45	0·23	0·28	2·45	Bogra			
				..						Nil	4·75	Nil	1·90	Nil	Nil	1·90	Panchbibi			
5	0·75	1·25								3	5·31	3·62	3·14	1·25	3·62	3·14	Pabna	Pabna.		
7	2·45	0·71							..	2	4·60	3·31	3·05	2·45	3·31	3·05	Serajganj			
5	0·70	1·28	0·26	...	0·18					9	6·65	3·97	4·00	1·28	3·97	4·90	Munshiganj	Dacca	Dacca	East Bengal
4	0·80	1·12	0·02		0·31					7	6·18	3·09	4·56	1·12	3·09	4·56	Dacca			
7	0·50	0·81	0·08		0·19			..		7	7·05	2·36	5·17	0·81	2·36	5·17	Narayanganj			
5	0·62	1·11			0·02					5	5·0	3·33	4·26	1·11	3·33	4·28	Manikganj			
6	0·70	1·75						..		7	6·71	6·01	4·98	1·75	6·01	4·98	Jaydebpur			
6	2·22	0·53	0·04		0·44				0·22	10	6·84	5·48	5·33	2·22	5·48	5·31	Kishorganj	Mymensingh		
0	1·05	0·50								4	6·28	2·13	3·65	1·05	2·13	3·66	Atia (*Tangail*)			
	0·95	0·72			0·0					8	6·2	2·0	4·44	0·95	2·0	4·44	Mymensingh			
	0·80	0·25								2	4·9	1·05	3·50	0·80	1·0	3·51	Jamalpur			
	0·09		..		0·2	0·30		0·63	0·23	7	7·08	1·5	5·36	0·63	3·1	5·36	Netrakona			
											4·30		3·24			3·24	Subarnakhali			
0	0·50						0·50	0·60	0·20	8	6·30	2·80	5·24	0·60	2·80	5·24	Durgapur			
	0·06	0·12										1·08	?	0·80	1·08		*Sherpur Town*			
	0·31								0·8	3	4·30	1·41	3·35	0·8	1·41	3·35	Dewanganj			
2	0·12		..	0·04					1·05	3	?	1·80	?	1·05	1·80	?	*Nalitabari*			
5	1·55		0·70		0·44					8	48	5·38	3·60	1·6	5·3	3·60	Madaripur	Faridpur		
4	1·31	1·07			0·19					9	6·21	6·30	4·20	1	6·30	4·21	Faridpur			
6	1·50	0·35	..		0·14						5·79	3·13	4·08			4·18	Goalundo			
7	0·08			2·76	1·21				0·12	6	4·17	6·0	3·01	2·7	6·02	3·01	Patuakhali	Backergunge		
3	0·24	0·03	0·14	0·19	0·42				0·14	9	3·72	3·9	2·51	0·4	3·71	2·51	Firozpur			
3	0·00	0·03	1·8	0·07	0·71				0·30	8	3·3	5·3	3·23	1	3	3·2	Barisal			
5	1·44	0·09	0·19		1·9				0·15	8	3·40	6·18	4·4	1·44	6·58	4·46	Gaurnadi			
4	0·53	0·04	1·97	2·50	0·37				0·94	8	4·47	8·30	3·31	2·50	8·3	3·31	Bhola			
8	0·61	0·30	1·63	0·82	0·80				0·48	9	?	6·72	?	1·63	6·7		*Daulatkhan*			
0	0·00		0·42						0·20	6	3·20	1·57	2·34	1·0	0·57	2·34	Bauphal			
	0·15	3·50		1·05						4	6·11	6·92	5·91	3·50	6·92	5·91	Agartala	Hill Tippera.	Chittagong	
0	0·40	1·59	0·30	0·00	0·92				0·19	8	6·72	3·42	5·61	1·59	3·4	5·61	Comilla	Tippera		
1	1·72	0·88	1·80		0·81				0·54	10	5·71	7·97	4·33	1·80	7·97	4·38	Chandpur			
	0·15	4·44						..		5	6·79	6·04	5·76	4·44	6·04	5·70	Brahmanbaria			
	0·24	1·66	0·35		0·06					6	6·60	3·54	4·93	1·66	3·54	4·93	Ramchandrapur			
	1·30	2·20								4	6·40	7·20	8·48	2·10	7·20	8·48	Nasirnagar			
3	0·54	1·50								3	4·50	2·17	3·13	1·50	2·17	3·13	Daudkandi			
4	0·50	3·82	0·22		0·16					7	5·30	7·13	6·17	3·82	7·13	6·17	Kasba			
1	1·12	1·45	4·33		0·26					7	3·20	11·2	4·56	4·3	11·2	4·48	Laksam			
0	0·23	0·16	0·74	0·20	1·00				0·07	10	4·62	4·02	4·92	1·0	4·02	4·92	Noakhali	Noakhali		
5	1·20	1·08	2·9		1·60				0·1	8	5·68	7·00	5·78	2·9	7·00	5·8	Fenny			
2	0·08	0·07	1·80	1·55	0·5				0·20	0	3·80	1·71	3·8	1·8	4·70	3·78	Harishpur			
0	2·93	0·20	1·00		1·31		...				0	7·71	3·51	2·93	7·71	3·73	Ramganj			
3	0·78	1·25	3·1		1·3				0·12		?	7·8	?	3·1	7·8	?	*Chhagalnaya*			
0	1·08	0·08	0·80	2·76	0·40				0·21	8	?	6·16	?	2·76	6·40	?	*Hatya*			
	0·31	0·64	0·53		1·01					7	?	4·81	?	1·01	4·81	?	*Lakhmipur*			
5		0·16	0·21	2·08						5	36	2·88	2·53	2·18	2·88	2	Cox's Bazar	Chittagong		
5	0·47	0·40	1·35	0·81	0·15					7	4·65	4·52	3·8	1	4·2	3·8	Chittagong			
		0·55	0·72	1·50		..			0·12		3·60	1·11	8	1·0	3·11	2·18	Kutubdia			
	..	0·24	1·92	0·3	0·05					4	3·90	2·37	3·06	1·3	2·37	3·00	Satkania			
0	0·02	1·37	1·2	2·95	0·24				0·05	0	5·5	6·59	4·00	2·0	6·51	4·00	Kodala			
6	0·54	2·24	0·34	1·10		0·01		0·76	0·12	7	?	6·36	?	2·4	6·36	?	*Fenua*			
0	0·?7	1·23	2·76	0·09	1·05				0·76	7	?	8·34	?	2·76	8·34	?	*Mirsarai*			
3	0·05	0·14	1·90	0·24	0·43	..			0·13	6	5·09	3·41	4·03	1·9	3·41	4·03	Rangamati	Chittagong Hill Tracts		
0	..	0·76	1·14	0·84	0·35				0·03	6	?	4·21	?	1·14	4·21	?	*Bandarban*			
5	0·04	0·20	3·11	0·21	0·28				0·20	8	?	3·11	?	2·11	4·14	?	Barkal			
										Nil	0·02	0·03	0·26	0·03	0·03	0·20	Patna	Patna.	Patna	Behar
										Nil	0·4	Nil	0·20	Nil	Nil	0·20	Dinapore			
										Nil	0·77	Nil	0·24	Nil	Nil	0·25	Bihar			
			..	...						Nil	0·5	Nil	0·15	Nil	Nil	0·15	Barh			
										Nil	0·67	Nil	0·35	Nil	Nil	0·35	Bikram			
										Nil	0·75	Nil	0·35	Nil	Nil	0·35	Hilsa			
	..							0·06		Nil	0·73	0·06	0·19	Nil	0·06	0·19	Aurangabad	Gaya		
										Nil	0·4	0·03	0·2	1·00	0·03	0·26	Gaya			
										Nil	0·48	Nil	0·23	Nil	Nil	0·23	Nowada			
			..							Nil	0·43	Nil	0·15	Nil	Nil	0·15	Jahanabad			
										1	0·20	0·2	0·08	0·1	0·12	0·08	Atwal			
			...							Nil	0·20	Nil	0·05	Nil	Nil	0·13	Daudnagar			
		..								Nil	0·00	Nil	0·01	Nil	Nil	0·01	Sherghati			
										Nil	0·70	Nil	0·38	Nil	Nil	0·36	Rajauli			
										Nil	0·2	Nil	0·0	Nil	Nil	0·05	Pakri Barawan			
										Nil	?	Nil	?	Nil	Nil	?	Deo			
		..								Nil	0·33	Nil	0·16	Nil	Nil	0·16	Buxar	Shahabad		
								0·1		Nil	0·2	0·03	0·06	0·02	0·3	0·09	Dehri			
										Nil	0·38	Nil	0·10	Nil	Nil	0·11	Bhabhua			
										Nil	0·5	Nil	0·15	Nil	Nil	0·15	Sasaram			
			...							Nil	0·40	0·2	0·5	0·3	0·02	0·23	Arrah			
										Nil	0·31	Nil	0·36	Nil	1·1	0·36	Mohania			
		..								Nil	?	Nil	?	Nil	Nil	?	*Karu*			
							...			Nil	?	1·1	?	Nil	Nil	?	*Aaon*			
										Nil	?	Nil	?	Nil	Nil	?	*Kanagar*			
										Nil	?	Nil	?	Nil	Nil	?	*ath*			
		.				..				Nil	?	0·05	?	0·05	0·0	?	*Silraul*			
									..	Nil	?	Nil	?	Nil	Nil	?	*Bissouan*			
					..				..	Nil	?	0·02	?	0·02	0·2	?	*Mozaharpur*			
			..							Nil	?	Nil	?	Nil	Nil	?	*Dhausa*			

Table of Rainfall recorded at stations

Meteorological Division.	Division.	District	Station	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
BEHAR—concluded.	Patna—concluded.	Saran	Gopalganj																				
			Siwan																				
			Ekma																				
			Chapra																				
			Hathwa																				
			Amnaur																				
			Basantpur																				
			Darauli																				
			Bhorey																				
		Champaran	Motihari																				
			Bettiah																				
			Bagaha																				
			Burnurwa																				
			Ramnagar																				
		Muzaffarpur	Sitamarhi																				
			Muzaffarpur																				
			Hajipur																				
			Parn																				
			Mahua																				
			Mahuhar																				
			Pupri																				
		Darbhanga	Tajpur (Samastipur)																				
			Darbhanga																				
			Madhubani																				
			Bahera																				
			Rosera																				
	Bhagalpur	Monghyr	Begusarai																				
			Monghyr																				
			Jamui																				
			Gogri																				
			Jamalpur																				
			Sheikhpura																				
			Sarai Ramdo			0·07																	
			Chuprein																				
			Sikandra																				
			Kharagpur																				
		Bhagalpur	Madhipura																				
			Bangaon (Sajabad)																				
			Supaul																				
			Pratapganj																				
			Bhagalpur																				
			Banka																				
			Colgong																				
			Banail																				
		Purnea	Kishanganj																				
			Araria																				
			Purnea																				
			Gondwara (Korah)																				
			Barsoe																				
			Forbesganj																				
			Kaliaganj																				
		Malda	Malda																				
			Chanchal																				
			Gajol																				
			Sibganj																				
		Sonthal Parganas	Rajmahal																				
			Godda																				
			Pakaur																				
			Naya Dumka			0·08																	
			Deoghur																				
			Jamtara																				
			Mohogama																				
			Nandimat														Not recorded					
			Assenbons			0·0[illegible]																	
			Katikund																				
			Madhupur			0·00																	
			Sarwan			0·13																	
			Sarath			0·07																	
			Barkope																				
			Bhagya																				
			Mohespore																			0·41	
			Hiranpur																				
			Barharwa																				
			Sahibganj																				
			Barhait																				
ORISSA.	Orissa.	Cuttack	Jagatsingpur									0·28											
			Banki				0·04												0·02			0·10	0·42
			Cuttack					0·10															
			False Point																				0·06
			Kendrapara									0·17		1·16									
			Jajpur				0·70		0·12			0·07		0·23					0·26	0·05		0·07	
			Dharmsala					0·75													0·30	0·30	0·15
			Salepur										0·01										
		Balasore	Akhyapada				0·11		[illegible]										0·53			0·03	
			Chandbali				0·42		[illegible]														
			Bhadrak				0·10		[illegible]													0·04	0·02
			Soro																				
			Balasore										0·10	0·18	0·20								1·50
			Jellasore																				
			Baripada																0·06	0·78		0·35	
		Puri	Puri											0·01									0·15
			Khurda			0·27																0·09	
			Bhanpur																				0·20
			Gop																				0·13
			Sarpara																				0·20
			Pipli																				0·47
			Nayagarh								0·34												2·19
			Kalupur					0·40															1·55
			Taran																			0·15	

... April 1901—*continued.*

21	22	23	24	25	26	27	28	29	30	Number of rainy days.	Average number of rainy days.	Total rainfall for the month.	Average rainfall for the month.	Heaviest rainfall during the month.	Total rainfall from 1st to 30th April 1901.	Average rainfall from 1st to 30th April.	Station.	District.	Division.	Meteorological Division.
										Nil	0 56	Nil	0 17	Nil	Nil	0 17	Gopalganj	Saran.	Patna—*concluded.*	BEHAR—*concluded.*
										Nil	0 60	Nil	0·21	Nil	Nil	0 21	Siwan			
										Nil	?	Nil	?	Nil	Nil	?	*Ekma*			
										Nil	0 57	Nil	0·22	Nil	Nil	0·22	Chapra			
										Nil	?	Nil	?	Nil	Nil	?	*Hathwa*			
										Nil	?	Nil	?	Nil	Nil	?	*Amnaur*			
										Nil	?	Nil	?	Nil	Nil	?	*Basantpur*			
										Nil	?	Nil	?	Nil	Nil	?	*Darauli*			
										Nil	?	Nil	?	Nil	Nil	?	*Bhoreh*			
										Nil	1 17	Nil	0 70	Nil	Nil	0 70	Motihari	Champaran		
										Nil	0 83	Nil	0 58	Nil	Nil	0 58	Bettiah			
		0·25								1	1 10	0 25	0 48	[illegible]	[illegible]	0 48	Bagaha			
										Nil	0 50	Nil	0 31	Nil	Nil	0 31	Hurhurwa			
										Nil	?	Nil	?	Nil	Nil	?	*Ramnagar*			
										Nil	1 60	Nil	1·07	Nil	Nil	1 07	Sitamarhi	Muzaffarpur		
										Nil	0 96	Nil	0 48	Nil	Nil	0 48	Muzaffarpur			
										Nil	0 80	Nil	0 22	Nil	Nil	0 24	Hajipur			
										Nil	0 10	Nil	0 43	Nil	Nil	0 43	Paro			
										Nil	0·60	Nil	0 45	Nil	Nil	0 45	Mahua			
										Nil	0 60	Nil	0 34	Nil	Nil	0 34	Shiuhar			
										Nil	1·20	Nil	0 68	Nil	Nil	0·68	Pupri			
										Nil	0 88	Nil	0 33	Nil	Nil	0 33	Tajpur (Samastipur)	Darbhanga		
										Nil	1 44	Nil	0 61	Nil	Nil	0 61	Darbhanga			
										Nil	1 60	Nil	0 87	Nil	Nil	0 87	Madhubani			
										Nil	1·30	Nil	0 78	Nil	Nil	0 78	Bahera.			
										Nil	0·80	Nil	0 34	Nil	Nil	0 34	Roserha			
										Nil	1 08	Nil	0 47	Nil	Nil	0 47	Begusarai	Monghyr	Bhagalpur	
										Nil	0 90	Nil	0 47	Nil	Nil	0 47	Monghyr			
										Nil	0 73	Nil	0 41	Nil	Nil	0 41	Jamui			
										Nil	0 50	Nil	0 39	Nil	Nil	0 39	Gogri			
										Nil	?	Nil	?	Nil	Nil	?	*Jamalpur*			
										Nil	0 10	Nil	0 03	Nil	Nil	0 03	Shaikhpura			
	0·25								0 01	1	?	0 33	?	[illegible]	0 33	?	*Chakai Ramda*			
										Nil	?	Nil	?	Nil	Nil	?	*Chupraon*			
	0·50									1	?	0 50	?	[illegible]	0 50	?	*Gidhaur*			
	0 35									1	?	0 35	?	[illegible]	[illegible]	?	*Kharagpur*			
									0 01	Nil	1 50	0 01	0·96	0 01	0 01	0 96	Madhipura	Bhagalpur		
											?		?			?	Bongaon (*Syfabad*)			
										Nil	1 42	Nil	0·83	Nil	Nil	0 83	Supaul			
										Nil	[illegible]	Nil	1 40	Nil	Nil	1 40	Protabganj			
	0·22									1	[illegible]	0 22	0·90	[illegible]	[illegible]	0 90	Bhagalpur			
										Nil	1 43	Nil	0 68	Nil	Nil	0 68	Banka			
0·15										1	[illegible]	0 15	0 78	0 15	0 15	0 78	Colgong			
										Nil	?	Nil	?	Nil	Nil	?	*Bausi*			
	1·00									1	2 63	1 00	1 78	1 00	1 00	1 78	Kishanganj	Purnea		
		0·27								1	2 21	0 27	1 52	[illegible]	[illegible]	1 52	Araria			
										Nil	2 04	Nil	1 43	Nil	Nil	1 43	Purnea			
										Nil	1 50	Nil	1 12	Nil	Nil	1 12	Gondwara (*Korah*).			
										Nil	?	Nil	?	Nil	Nil	?	*Barsoe*			
0·20		0 30								1	?	0 20	?	0 20	0 20	?	*Forbesganj*			
	0·27	0 35								1	3 80	0 10	2·24	0 10	0 10	2 24	Kaliaganj			
										2	1 81	0 12	1 12	[illegible]	0 12	1 12	Malda	Malda.		
										Nil	2 17	Nil	1·08	Nil	Nil	1 08	Chanchal			
										Nil	2 20	Nil	1 21	Nil	Nil	1 21	Gajol			
		0·07								Nil	2 10	0 07	0 84	0 07	0 07	0 84	Sibganj			
										Nil	1 48	Nil	1 16	Nil	Nil	1 16	Rajmahal	Sonthal Parganas.		
										Nil	1 30	Nil	0 46	Nil	Nil	0 46	Godda			
	0·02	0·90								1	1 42	0 92	0 74	0 90	[illegible]	0 74	Pakaur			
	0·45									1	2 46	0 51	0 96	0 43	0 51	0 96	Naya Dumka.			
0·25										1	1 73	0 25	0 92	[illegible]	0 25	[illegible]	Deoghur			
0·11	1 72									2	1 81	1 83	0 66	1 72	1 83	0 66	Jamtara			
										Nil	?	Nil	?	Nil	Nil	?	*Mohagama*			
											1 00		0 48			0 48	Nanihat			
		0·18								1	?	0 17	?	0 18	0 17	?	*Assenboni*			
	1·05	0·16								2	?	1 20	?	1 05	1 20	?	*Amlikund*			
	0·45									1	?	0 51	?	0 45	0 51	?	*Madhupur*			
	0·62									3	?	0 75	?	0 62	0 75	?	*Sarwan*			
	0·58									1	?	0 59	?	[illegible]	0 59	?	*Sarath*			
											?		?			?	*Barkope.*			
										Nil	?	Nil	?	Nil	Nil	?	*Bhagya*			
										1	?	0 41	?	0 41	0 41	?	*Mohespore*			
		1·13								1	?	1 18	?	1 13	1 18	?	*Hiranpur*			
										Nil	?	Nil	?	Nil	Nil	?	*Barharwa.*			
	0·04									Nil	?	0 04	?	0·04	0 04	?	*Sahibganj*			
										Nil	?	Nil	?	Nil	Nil	?	*Barwo*			
[illegible]		0 12			0·18				0·08	3	0 96	0 73	0 51	0 28	0 73	0 51	Jagatsingpur	Cuttack.	Orissa.	Orissa.
[illegible]	0·02	1·13	1 27						0 03	4	1 00	[illegible]	0 48	1 27	3 17	0 44	Banki			
[illegible]			0 37		0·08				0 07	2	1 77	0 91	1 15	[illegible]	0 91	1 15	Cuttack			
[illegible]			0·02						0 16	1	1 73	0 24	1 77	0 16	0·24	1 77	False Point			
[illegible]		0·09			0·08				0 43	3	1 64	1·88	1 10	1 16	1 88	1 10	Kendrapara			
[illegible]									0 16	5	2 80	[illegible]	1 67	0 70	[illegible]	1 67	Jajpur			
[illegible]								0 20	0 30	7	2 10	2 10	1 10	0 75	2 10	1 10	Dharmsala			
[illegible]			0 41							1	1 40	0 44	0 86	0 41	0 44	0 86	Salepore			
[illegible]	0·21								0 50	5	1·91	1·31	1 47	[illegible]	1 61	1 47	Akhyapada	Balasore		
[illegible]		0·15				0·25			0 05	3	1 87	2·04	1 07	1 43	2 04	1 07	Chandbali			
					0·02				0 50	4	[illegible]	1 19	1·96	0 56	1 19	1 96	Bhadrak			
										Nil	3 04	Nil	1 74	Nil	Nil	1 74	Soro			
[illegible]	[illegible]	[illegible]	[illegible]	0·20	0·20				0·32	10	[illegible]	4 43	2·37	1 50	4 43	2 37	Balasore			
[illegible]	0·31		0·37		0·11				0 05	4	2 30	2 11	1 40	0·91	2 11	1 40	Jellasore			
[illegible]	[illegible]				5 43					5	2 94	5 24	1 45	3 42	5·24	1 45	Baripada			
			0·07							1	0 81	0 21	0 45	0 13	[illegible]	0 45	Puri	Puri.		
											0 80		0·55			0 55	Khurda			
			0·53	0·09					0·30	3	1·24	[illegible]	0·74	[illegible]	1 23	0 74	Banpur			
			0·06							1	0 40	[illegible]	0 11	0 13	0 19	0 11	Gop			
										1	?	0 20	?	0 20	0 20	?	*Satpara*			
[illegible]		[illegible]	0·36						0·04	5	0 80	0 59	0·20	0 36	0 59	0 20	Pipli.			
			1·75	0·70						5	?	5·73	?	2 19	5 73	?	*Nayagarh.*			
			0·35							8	?	2 53	?	1 55	2 53	?	*Ranpur*			
			0·04							2	?	0 69	?	0 54	0 69	?	*Kanas.*			

Table of Rainfall [illegible]

Meteorological Division.	Division.	District	Station.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
CHOTA NAGPUR.	Chota Nagpur	Hazaribagh	Pachamba (Giridih)		0 87							...	...	...				...	...	...	...	...	[illegible]
			Hazaribagh																...	...	...	...	
			Barhi					...		...		...	...	...		...	...	...	...	...	...	...	...
			Chatra								...	...					...	...		...	...	...	...
			Kharagdiha		[illegible]	...		...		...	...		...			...	...		...	...	...	...	...
			Ramgarh														...		...	...	...	...	[illegible]
		Ranchi	Lohardaga			...			0 30						...		...	...	...	...	...	...	...
			Ranchi								...											[illegible]	...
			Silli											...			...		...	0·15	0·28	0·05	...
			Palkot					0·02	0 63		...		0·14					...	...	...	...	...	...
			Bano					0·85									...		...	...	...	...	[illegible]
			Tamar										...			...	...	...	...	...	...	...	...
			Kurdeg								...								...	...	...	...	...
			Chainpur							...							...		...		...	...	...
			Sirguja												...			...	...	...	...	...	...
			Jashpur				0 08	0·05			...			...	...		...			...	...	...	...
			Gangpur																	...	...	...	...
		Palamau	Palamau (*Daltonganj*)		...				0 3							...			0 01	...	0·01	...	...
			Balumath	...			...			...								...	...	...			...
			Husainabad								...		...								...		...
			Garhwa	...			...		0 07			...							...	...	...	...	...
			Mahuadanr						0 10		...		0·03	...	...						0·07	...	...
			Panki					0·10		0·08			...	...					...	...	...	...	...
			Latehar				...		[illegible]			...	...						...	...	...		...
			Nagarutari				...		[illegible]						...				...	...		...	...
			Ranka			0 04			[illegible]	0·05		...	...	...					...	...	...	...	...
			Chattarpur			0 04	...				...				...	...		...				...	...
		Manbhum	Purulia								...			...					...	0·04	0·28	0·07	...
			Gobindpur										...		...				...		...	...	...
			Raghunathpur				...			...	...	...			...		...	...		...		...	...
			Barabhum												...					0 16	0 30	...	...
			Jhalda			...				...										0·03	0·13	[illegible]	...
			Chas			...													...			...	...
			Pandra	...										...		...						...	...
		Singhbhum	Chaibassa						0 10		...	...	0 01	...			...	...			0·01	0·01	...
			Chakradharpur			...			0 03		...								...		0·13	0·11	
			Ghatsila						0 07		...					...	...			...	0·10	...	...
			Baharagora			...	...	...										...		...	...	...	...
			Gaikura	...			...					...						...	...			...	...
			Kalikapur			...						...		...				...	...	...		...	...
			Manoharpur	...						0·43							...		...	0·43	...	0·41	...
			Katbara									...				...	...					[illegible]	...
			Seraikilla						0 35					...	...	...		...					...
			Kharswan					...			...	...	...			...	...	...	0 13	...	[illegible]	[illegible]	...
		Orissa Tributary Mahals	Keonjhar			...				...			...		...		...			...		...	
			Anandpur			0·12	0 26		0 50						...			...	0·10				[illegible]
			Kunjabangarh								...						...		...	...		...	
		Angul	Angul			...	...	...	0 60						...						[illegible]	...	...
			Kisinnara	...		...										...			[illegible]	0·46	...	...	...
			Pal Lahara				0·52				0·60				...				...		...	...	...
			Talchar			...							...					0·20		...	[illegible]	...	[illegible]
			Dhenkanal								...	...				...	...			...	...	...	[illegible]
			Bausanga					0·20	0·64	...			0·08		0 50			...	...	...	...	[illegible]	[illegible]
			Baramba			0·20					...	...	0 22		...	...	...	...	0·04	...	...	[illegible]	[illegible]
			Narsinghpur	0 06		...		...		...	...			...			...	...		...	...	...	[illegible]
			Chhendipada					...	0·50								...		[illegible]	0·04	...	...	
			Tikerpara		...			...		...	...	...	0·04	...	...		...	0·08	...	...	...	...	[illegible]
			Kumarkhola							...	...	...	...	...		...	...	[illegible]	...	[illegible]	...	0·10	[illegible]

in Bengal in April 1901—*concluded.*

21	22	23	24	25	26	27	28	29	30	Number of rainy days.	Average number of rainy days.	Total rainfall for the month.	Average rainfall for the month.	Heaviest rain fall during the month.	Total rainfall from 1st to 30th April 1901.	Average rainfall from 1st to 30th April.	Station	District	Division.	Meteorological Division.
...										1	1 38	0 29	0 63	0 27	0·29	0 63	Pachamba (*Giridih*)	Hazaribagh.	Chota Nagpur	Chota Nagpur.
0·62										Nil	1 15	0 08	0 41	0 08	0 08	0·41	Hazaribagh			
...										Nil	0 60	Nil	0 34	Nil	Nil	0 34	Barhi			
...	1·10									Nil	0 40	Nil	0 14	Nil	Nil	0 14	Chatra.			
...										1	1 00	1·10	0·56	1 10	1 10	0·56	Kharandiha.			
[illegible]										1	0 70	0 15	0 20	0 15	0 15	0 20	Ramgar			
[illegible]										2	1 00	0 72	0 32	0 72	0 72	0 32	Lohardaga	Ranchi.		
0·40										2	1 81	1 29	0 64	0 7	1 29	0 64	Ranchi.			
...										3	0 90	0·88	0 54	0 40	0 88	0 54	Silli			
...								0 01	0 03	2	?	0 83	?	0 63	0 83	?	*Palkot*			
...										2	?	1 05	?	0 56	1 05	?	*Bano*			
...											?		?			?	*Tamar*			
...										Nil	?	Nil	?	Nil	Nil	?	*Kurdeg*			
...										Nil	?	Nil	?	Nil	Nil	?	*Champur*			
...										Nil	0 50	Nil	0 28	Nil	Nil	0 28	Sirguja.			
...										Nil	0 70	0 11	0 29	0 11	0 11	0 29	Jashpur			
0·20										Nil	0 55	Nil	0 73	Nil	Nil	0 73	Gangpur			
...										2	0 64	0 45	0 24	0 23	0 45	0 24	Palamau (*Daltonganj*)	Palamau.		
...										Nil	0 60	Nil	0·22	Nil	Nil	0·22	Balumath			
...											0 30		0 10			0 10	Husainabad.			
0·24										Nil	0 30	0·07	0·07	0 07	0·07	0 07	Garhwa			
...										2	?	0 54	?	0 31	0 54	?	*Mahuadanr*			
...										1	?	0 18	?	0 10	0 18	?	*Panki.*			
...										1	?	0 35	?	0 35	0 35	?	*Latehar*			
0·35										Nil	?	0 09	?	0 09	0 09	?	*Vagarutari*			
...										1	?	0 46	?	0 46	0 46	?	*Ranka*			
[illegible]			0·04							Nil	?	0 04	?	0 04	0 04	?	*Chatterpur*			
[illegible]	0·05									3	2 19	1 49	0·94	0 67	1 12	0 94	Purulia	Manbhum		
0·45										1	1 42	0 35	0 69	0 30	0 35	0 61	Gobindpur			
...										1	1 30	0 45	0·63	0 45	0 45	0 63	Raghunathpur			
0·20										2	1 90	0·43	1 25	0 30	0 46	1 25	Barahabhum.			
0·24										3	1 90	0 70	1·29	0 45	0·70	1 29	Jhalda			
0·25			0 43							1	1 60	0 34	0 99	0 34	0 34	0 99	Ohas			
0·30				0 05						2	?	0 81	?	0 43	0 81	?	*Pandra.*			
...				0 27	0 13				0 01	2	1 69	0 39	0·77	0 0	0 39	0·77	Chaibassa	Singhbhum.		
1·74				0 05	0 67					5	1 50	1 32	0·76	0 15	1 32	0·76	Chakradharpur			
1·25				1 17						3	1·20	2 92	0 88	1 71	2·92	0 88	Ghatsila.			
0·90										3	2 10	3 02	1 29	1 85	3 02	1 29	Baharagura.			
0·12				0 10						1	?	0·90	?	0 90	0 90	?	*Gailkura.*			
...									0 08	2	?	0 32	?	0 16	0 32	?	*Kalikapur*			
...				0·58						3	?	1·27	?	0 43	1 27	?	*Monohorpur*			
...										2	?	1 40	?	0 84	1 40	?	*Katbari*			
										1	?	0 35	?	0 35	0 35	?	*Seraikilla.*			
0·35				0 06	0 34					3	?	0 84	?	0·25	0 84	?	*Kharswan.*			
0·52	0·25																			
0·40					0·17					2	1·38	0·77	0·82	0 52	0 77	0·82	Keonjhar	Orissa Tributary Mahals		
0·45	1·35	0·08	0·88	1 05	0 20				0 14	8	?	2 06	?	0 0	2 06	?	*Anandpur.*			
	0·10								0 86	6	1 54	4 21	1 48	1 0	4 21	1 48	Kunjabangarh			
0·61			0·25	0 11					0 12	3	3 07	0·90	0·94	0 60	0 90	0·94	Angul	Angul		
0·25				0 27					0·03	6	1 47	2 78	0 59	0 63	2 78	0 59	Bisalpara.			
0·22										4	?	1·72	?	0 60	1·72	?	*Pal Lahara*			
									0 08	4	1 78	1 47	0·78	0 69	1 47	0·78	Talchar			
0·30	0·05										1·20		0 44			0 44	Dhenkanal.			
0·12	0·28	1·50	1 50	0·05					0 16	8	?	2·96	?	0 65	2 96	?	*Bamanga*			
0·10		1·00	0·07						0 24	10	?	6 59	?	1 50	6 59	?	*Baramba.*			
1·26								0·12	0·10	5	1·78	2·31	0·48	1 00	2·31	0 48	Narsinghpur.			
0·15	0·05	0·04									?		?			?	*Chhendipara*			
		0·20	0 08						0·20	4	?	1 43	?	0·55	1 43	?	*Tikerpara.*			
										4	?	1 79	?	0 85	1·79	?	*Kumarkhole*			

SUMMARY OF THE METEOROLOGICAL AND RAINFALL OBSERVATIONS TAKEN IN BENGAL, AND OF THE METEOROLOGICAL OBSERVATIONS TAKEN IN ASSAM, FOR THE MONTH OF APRIL 1901

During the greater part of April ordinary hot season conditions were generally prevalent. While there was a greater absence than usual of any widespread or general disturbance such as not unfrequently occurs during the hot season, and is due to the eastward passage of a depression, which has originated in North-Western India, there were considerable local changes at times. Pressure, temperature and wind directions underwent rather larger and sudden variations, and with these changes there was a tendency to the formation of local disturbances and scattered rainfall These variations were particularly noticeable in the east, and more especially in Assam, where in the course of a day or two temperature would change from being considerably in excess to being as much in defect.

In ordinary conditions these changes would probably be connected with disturbed weather over a wide area, and with a more or less established state of the atmosphere, it may be of the higher levels; and the irregularities of the past month would consequently be due to that month being a time of change from one set of established conditions to another. Indications that some such change is in progress are sufficiently strong, and particularly as regards rainfall, though the change being probably on a much larger scale than what is usually noticed under the title of weather, it is slow in its development

For some months a noticeable feature of the weather in the north and east has been the absence of rainfall, an absence which for the month under review has been only partial All divisions of the Province have received more than their normal amount, except North Bengal and Bihar, where, however, compared with the normal, there has been a considerable deficiency In Assam, where of late months rainfall has been much in defect, there has been a very marked improvement, more especially in Cachar, where, as shown by the reports published for Silchar, there has been a considerable excess. Sibsagar received 7·3 inches during April, which is about 2 inches below the amount usual in that month

Assuming, therefore, in explanation of the irregularities noticed above, that an important general change is in process which will take some time to establish, and which is probably not in any way connected with the approaching monsoon season, it merely remains to notice the more marked oscillations in the various meteorological elements Almost throughout the month the daily oscillations were more abrupt than is usual in settled weather, and with these sudden changes local disturbances with light scattered rainfall were of not unfrequent occurrence, except in Bihar But there was one period of more marked disturbance about the end of the third week, when pressure was low over Bengal, and the greater part of the rainfall of the month occurred

At the beginning of the month the pressure distribution was very nearly normal over both the Bay and the Province. There was a general small excess which diminished from the south-west of the Bay north-eastward and was practically zero in the south of Assam. Winds were westerly or south-westerly, except in the northern districts, and temperature was usually 1° or 2° in excess This pressure arrangement had followed a general brisk fall over the northern districts, and as there was a brisk rise in the north-east on the 2nd, the north-easterly winds extended southwards as far as Chota Nagpur The cyclonic circulation of winds was accompanied by local disturbances with fairly general light rainfall in North and East Bengal, and a large reduction of temperature over the whole Province On the 4th and 5th the pressure distribution was uniform, winds were light and westerly inland, and temperature was recovering in the east

On the 6th a brisk fall of pressure began in the east and extended westward, being greatest in the western districts on the 7th, but there was little change in the general weather conditions With the exception of a few light scattered showers, the rainfall was confined to the extreme east, where there was again a considerable reduction of temperature From the 8th to the 11th settled conditions prevailed, with pressure normal, winds west or south-west, except in the east, and temperature in small excess

On the 12th pressure fell briskly and unsettled weather recommenced, but again it was chiefly in the extreme east, as very little rain fell in any part of Bengal On the 14th Silchar received about 4 and on the 15th 2 inches of rain Between the 12th and 15th a shallow depression was over Bengal, with a steep gradient to the south, and the winds in the north-west angle of the Bay attained to the greatest strength recorded during April. At Saugor Island the average velocity on the 13th was 33 and on the 15th 30 miles an hour. This depression to a great extent filled up on the 16th and 17th, when there was an almost normal distribution over the Bay and the Province. The greatest defect was then ·06 inch in the extreme north

On the 18th the fall of pressure began, which was the first indication of the disturbed weather at the end of the third week The fall commenced in Assam and extended westward, being general over the Province on the 19th. This was followed by a rise on the 20th and a steep gradient over Bengal on the 21st. The rainfall which began on the 18th, was in the early stage of the disturbance most general, but only light in Lower Bengal. After the changes had passed westward, the rainfall ceased, as the 20th was practically without rain, except in Orissa and Chota Nagpur. Between the 18th and 21st the daily changes

were such as usually occur when a shallow depression is moving from east to west over the Province

On the 21st a reversal of these changes began, and between that date and the 23rd a shallow depression was moving from west to east with a tendency southward In consequence of the frequent changes in the wind circulation, due to the movement of the depression being first from east to west and then from west to east, thunderstorms with more or less heavy rain were of daily occurrence in the southern and eastern districts, and it was not till the 24th that settled weather was fairly general

During the last week pressure was high over the Province, and as it was relatively low over the Bay, the gradient was not so steep as usual Wind force fell off and temperature rose till there was again a large excess in the north east, but there was continuous cool weather for the season in the south-western districts Though pressure was high, weather was not so settled as is usual in such circumstances Local storms continued, and were at times fairly numerous in the southern districts up to the end of the month.

Pressure changes were never large, but owing to the somewhat unsettled state of the atmosphere almost throughout the month, the oscillations were larger than usually occur, except when weather is being influenced by a disturbance of some magnitude The variation from the normal was also less regular and continuous in either direction than usual, and consequently the averages for the month are practically normal In the western districts there is a slight excess, and elsewhere a slight defect, generally under 02 inch

Temperature was generally above the normal in the early part of the month and again towards the end, while about the end of the third week there was a period of cool weather, which followed the general disturbance of that time The low temperatures then prevalent slowly disappeared after the rise of pressure on the 24th, except in the south-west, where there was a continuous defect, especially on the last day of the month

The variation, as usually happens during the hot season, was much greater in the day than in the night, as the occurrence of cloudy weather is followed by a large reduction in the maximum reading with probably little or no change in the minimum reading

The average variation for April from the normal maximum temperature ranges from defect of 2° 5 at Chaibassa to excess of 5° in part of North Bengal The variation from the normal minimum is much smaller, there being a general small excess, except in the northern districts, where there is a small defect

The average mean excess for the month is 2° 4 in North Bengal, 1° 8 in East Bengal, and a little under 1° in South-West Bengal In other parts of the Province and Assam the variation is small

Rainfall—Scattered showers were more frequent than usual, except in Bihar and North Bengal, but these showers were in many cases light and scattered, and did not add materially to the total for the month, except what fell at the end of the third week, when moderately heavy rainfall was general in the east and south of the Province In East Bengal the fall was more than half an inch in excess, in South West Bengal the average excess was 8 inch, and in Orissa 4 inch, while in Bihar about one sixth of the usual amount fell, and in North Bengal a little over 1 inch instead of the usual amount of 3 inches

The following table gives the summary of the temperature and rainfall data of each of the seven meteorological divisions of the Province for the month of April 1901 —

Meteorological Divisions	Temperature						Rainfall							
	Highest observed during month	Lowest observed during month	Averages for month: Of highest of each day	Of lowest of each day	Of mean for each day	Average mean of month above or below mean of month	Of month: Average	Normal average	Variation	Rainy days: Average number in month	Normal average number in month	Variation	Since 1st of April 1901: Average	Normal average
South-West Bengal ...	112 4	67 2	99 8	76 4	88 1	+0 8	2 61	1 85	+0 76	3 35	2 90	+0 45	2 61	1 85
North Bengal	106 5	60 1	96 7	70 9	83 8	+2 4	1 8	3 18	– 2 00	1 48	4 36	–2 88	1 18	3 18
East Bengal ...	103 5	65 0	93 7	74 3	84 0	+1 8	4 30	4 33	+0 36	6 34	5 31	+1 03	4 69	4 33
Bihar	109 4	57 9	100 3	71 9	86 1	+0 4	0 10	0 57	–0 47	0 20	1 06	–0 86	0 10	0 57
Orissa	107 5	65 8	93 2	77 0	85 5	+0 1	1 55	1 10	+0 45	3 30	1 80	+1 50	1 55	1 10
Chota Nagpur*	110 0*	63 5*	93 2*	73·9*	80·1*	–0·3*	0 75	0 60	+0 15	1 65	1 20	+0 45	0 75	0 60
Assam	100 8	62·2	86 8	68 1	77 6	+0 1								

* Daltonganj and Purulia not included

METEOROLOGICAL OFFICE, BENGAL,
The 14th May 1901

C LITTLE,
Meteorological Reporter to the Govt. of Bengal.

Results of the Meteorological Observations taken at the Alipore Observatory from 5th to 11th May 1901

Month	Date	Maximum in sun	Number of hours of bright sunshine	Mean pressure barometer at 32° Fahr	Temperature: Mean	Temperature: Maximum	Temperature: Range	Temperature: Minimum	Hygrometry: Mean wet bulb	Hygrometry: Vapour tension	Hygrometry: Dew point	Hygrometry: Humidity	Wind: Prevailing direction	Wind: Miles recorded	Rain	Weather
1901		°		Inches	°	°	°	°	°	Inch		%			Inches	
May	5th	152 1	9 8	29 592	86 4	95 1	16·9	78 2	79 6	0 923	76 8	75	E and SSE	108	0·02	Chiefly clear, d
"	6th	155 0	7 8	583	87 3	98 0	20 3	77 7	79 5	·902	76 1	71	S by E, SSW and variable	78	Nil	Partially cloudy
"	7th	157 9	9·2	599	87 7	102 5	24 3	78·2	79 1	879	75 3	69	SW, SSW and variable	146	"	Chiefly clear
"	8th	148 0	6 3	623	88 0	100 0	20 8	79 2	80 9	·960	78 0	74	SSW and SSE	152	0 01	Partially cloudy, d.
"	9th	155 1	10 6	632	88 9	104·0	29 7	74 3	78 4	834	73 8	65	SW, SSW and variable	129	Nil	Clear.
"	10th	149 7	10 6	617	89 8	98 9	19 2	79 7	81 7	977	78 5	71	SSW and S	215	"	Clear
"	11th	146 8	9 9	657	89 5	97 2	16 1	81 1	81 0	·946	77 5	69	SSW and E	235	"	Chiefly clear

	Inches.
The mean pressure of the seven days ..	29 615
The average pressure of the corresponding period for 24 years, Surveyor-General's Office ...	29 679
	Hours.
The total number of hours of bright sunshine ...	64 2
The maximum possible number of hours of sunshine ...	91 4
	°
The mean temperature of the seven days .	88 2
The average temperature of the corresponding period for 24 years, Surveyor-General's Office ...	85 3
The extreme variation of temperature .	29 7
The maximum temperature .	104 0
	Miles
The highest velocity of the wind in one hour ..	18
	%
The mean relative humidity ..	71
The average relative humidity of the corresponding period for 24 years, Surveyor-General's Office ...	74
	Inches
The total fall of rain from 5th to 11th May 1901 .	0 03
The average fall of the corresponding period for 24 years, Surveyor-General's Office ...	1 02
The total fall from 1st January to 11th May 1901 ..	4 84
The average fall of the corresponding period for 24 years, Surveyor-General's Office ..	6 27

The mean pressure, temperature, &c, are deduced from the traces of the Barograph and Thermograph, and from eye observations

The maximum and minimum temperatures are obtained from self-registering thermometers. All the thermometers are verified and the readings have been corrected to a standard constructed and verified at the Kew Observatory. They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground.

The barometer readings are corrected approximately to those of the standard, Newman's No. 86, formerly at the Surveyor-General's Office

The hygrometric elements are obtained from Tables III, IV, and V of the official tables computed in the Meteorological Office, and based on Regnault's modifications of August's formula

The directions and the movement of the wind are taken from the trace of a Beckley's anemograph.

The mouth of the rain-gauge is one foot above the ground.

d, drizzling rain.

METEOROLOGICAL OFFICE, GOVT OF INDIA,
Alipore (Calcutta), the 13th May 1901.

G. W. KÜCHLER,
For Meteorological Reporter to the Govt. of India and Director-General of Indian Observatories.

Vital Statistics of the Districts of Bengal for the month of February 1901.

Divisions	Districts	Population under registration	BIRTHS: Number registered	BIRTHS: Ratio per 1 000 of population per annum	CHOLERA: Number registered	CHOLERA: Ratio per 1 000 of population per annum	SMALL-POX: Number registered	SMALL-POX: Ratio per 1 000 of population per annum	FEVER: Number registered	FEVER: Ratio per 1 000 of population per annum	DYSENTERY AND DIARRHŒA: Number registered	DYSENTERY AND DIARRHŒA: Ratio per 1 000 of population per annum	INJURY: Number registered	INJURY: Ratio per 1 000 of population per annum	OTHER CAUSES: Number registered	OTHER CAUSES: Ratio per 1,000 of population per annum	TOTAL OF ALL CAUSES: Number registered	TOTAL OF ALL CAUSES: Ratio per 1,000 of population per annum	AVERAGE OF CORRESPONDING MONTH OF PREVIOUS FIVE YEARS: Number registered	AVERAGE: Ratio per 1,000 of population per annum	REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Burdwan	Burdwan	1 39 390	4 3 2	37 08	96	72	42	36	2 13	23 28	103	84	8	06	704	6 00	3 666	31 56	3 130	26 88	
	Birbhum	798,254	2 7 6	41 40	147	2 16	5	07	1 [illegible]	16 32	4	06	8	12	416	6 24	1 671	25 08	1 719	25 80	
	Bankura	1,069 668	3 1[illegible]3	35 28	45	48	160	1 68	1 14	15 84	3[illegible]	36	4	03	[illegible]	6 60	2 [illegible]1	25 20	2 [illegible]49	25 20	
	Midnapore	2 631 466	8,430	38 40	1 077	4 80	405	1 80	5 009	22 80	223	96	18	07	1 [illegible]	7 20	8 31[illegible]	37 80	6,[illegible]7	30 84	
	Hooghly including Serampore.	1,03[illegible]	2,775	32 16	76	84	62	60	2 444	28 32	1[illegible]	1 68	13	12	4[illegible]1	5 16	3 201	37 08	2 [illegible]1	34 20	
	Howrah	763 625	2 649	41 52	248	3 84	91	1 32	1 115	17 52	455	08	20	24	548	8 52	2,477	38 88	2 064	31 80	
Presidency	24-Parganas	1 [illegible]33	[illegible]18	32 40	437	2 58	116	72	2 [illegible]3	18 34	1[illegible]3	1 08	4[illegible]	24	605	3 72	4 299	27 24	4 373	27 72	
	Calcutta	681 569	927	16 32	89	1 44	483	8 40	5[illegible]9	10 32	351	6 12	29	48	1 924	33 84	3,4[illegible]	60 84	2,172	38 16	
	Nadia	1 644,108	5 830	42 96	1[illegible]	1 08	30	12	2 [illegible]36	19 20	14	09	2[illegible]	12	439	3 12	3 [illegible]4	24 00	3,4[illegible]0	25 32	
	Murshidabad	1,25[illegible] 946	4 671	44 76	5[illegible]9	5 64	[illegible]	03	2 13	22 08	3	02	1[illegible]	08	43[illegible]	4 08	3,[illegible]	32 16	2 4 9	23 88	
	Jessore	1 [illegible]8 827	6,4[illegible]6	41 16	1 6	96	9	04	3 483	22 08	6	03	24	12	4[illegible]9	2 88	4 11[illegible]	26 28	4 911	31 20	
	Khulna	1,17[illegible],652	4 699	47 88	87	84	4	03	1 6 4	17 04	10	09	22	12	6[illegible]7	6 24	2 474	25 20	2 6[illegible]7	27 12	
Rajshahi	Rajshahi	1 430 6[illegible]4	6 939	57 72	29	12	5	03	3 50	27 84	4	02	20	12	3[illegible]	2 52	3 [illegible]14	30 84	3 [illegible]47	31 20	
	Dinajpur	1 4[illegible]3,[illegible]70	7 28[illegible]	59 04	51	24			4 186	33 84	2	01	10	07	312	2 52	4 [illegible]41	36 72	4,4[illegible]9	35 76	
	Jalpaiguri	690 730	2 255	40 20			33	48	1 [illegible]51	31 32	21	36	6	09	43	72	1 884	33 12	1 775	31 26	
	Darjeeling	223 314	741	39 72			6	24	459	26 16	34	1 80	4	12	72	3 84	6[illegible]5	32 40	673	36 12	
	Rangpur	2 0[illegible]5 464	10 121	59 04	1	·004	10	04	4,812	28 08	15	08	7	03	171	96	5 [illegible]18	29 28	5 363	31 08	
	Bogra	764,461	3,7[illegible]6	59 40			2	·02	1 499	23 52			14	12	2[illegible]6	3 84	1 761	27·60	1 726	27 00	
	Pabna	1 361 223	4 600	40·44	8	06			2 61	22 92	11	09	12	09	8	72	2 738	24 00	3,240	28 56	
Dacca	Dacca	2,395 430	9 746	49 80	1[illegible]3	84	46	12	[illegible] 695	18 48	221	1 08	25	12	1 169	5 76	5 [illegible]	26 64	5 [illegible]	27 00	
	Mymensingh	3 472 1[illegible]6	14 301	49 32	3[illegible]	1 32	7[illegible]	24	[illegible]	15 00	79	24	30	09	1 161	3 96	[illegible]	24 00	7 141	24 60	
	Faridpur	1 [illegible]	6 [illegible]	43 26	1 [illegible]	1 08	27	13	3 4[illegible]	23 04		24	[illegible]	12	48	4 20	4 [illegible]	29 16	4[illegible]	30 48	
	Backergunge	2 1[illegible]	[illegible]	48 24	131	[illegible]	2[illegible]	12	[illegible]	17 [illegible]		14	[illegible]	24	1 [illegible]	9 60	1[illegible]	28 80	[illegible]	34 56	
Chittagong	Tippera	1 7[illegible]	8 [illegible]	58 56	31	2 16	[illegible]	11	[illegible]	15 72	[illegible]	36		1[illegible]	1 1[illegible]	7 92	4 [illegible]2	29 52	4 [illegible]1	28 44	
	Noakhali	1 0[illegible]3	4 [illegible]	57 60	[illegible]	72	2[illegible]	[illegible]	[illegible]	31 20		07	1[illegible]	1[illegible]	3 8	4 68	3 1 [illegible]	37 44	[illegible]	36 54	
	Chittagong	1 2[illegible] 167	4 305	39 96	[illegible]	48	[illegible]	63	3 [illegible]	27 54	11	69	2[illegible]	12	130	1 20	3 [illegible]	30 00	3 [illegible]	32 04	
	Chittagong Hill Tracts																				Not under registration
Patna	Patna	1,772,352	4 [illegible]99	33 40	21	12	31	12	6 5 1	44 16	620	4 08	[illegible]	12	8 [illegible]	12 36	10 523	73 20	3 53[illegible]	25 92	
	Gaya	2 188 381	5 75	32 28	20	10	[illegible]	24	6,921	38 76	44	12	62	24	2 379	16 68	10 0[illegible]	56 52	[illegible] 531	19 80	
	Shahabad	2 060 5[illegible]9	5 338	32 16				02	2 [illegible]1	12 12	10	04	29	12	403	5 16	3 [illegible]	17 64	3 764	21 84	
	Saran	2 466,065	6 5 [illegible]	31 80			2[illegible]	12	2 213	10 68	40[illegible]	2 40	50	24	5 2[illegible]4	25 68	8 068	39 24	4 830	23 40	
	Champaran	1 8[illegible]1,465	4 [illegible]	29 85			7	03	2 142	13 50	4	02	17	10	725	4 56	2 [illegible]5	18 72	3 671	23 64	
	Muzaffarpur	2,[illegible]12 567	7 362	35 16	2	005	6	02	[illegible] 140	13 80	65	24	40	12	948	4 32	4,[illegible]24	18 72	5 [illegible]	23 16	
	Darbhanga	2 801 955	7 [illegible]8	34 08	16	06			4 0[illegible]4	17 40	110	36	27	10	821	3 48	6 0[illegible]8	21 60	[illegible] 007	21 60	
Bhagalpur	Monghyr	2,036 021	6 5[illegible]2	38 40	17	·09	18	09	4 [illegible]3	23 44	[illegible]	24	27	12	6 7	3 96	5 120	30 12	3 [illegible]	19 80	
	Bhagalpur	2 032 [illegible]6	5 467	32 16	1	·004	36	12	2 [illegible]46	1[illegible] 90	4	01	13	07	415	2 40	3 215	18 96	3 [illegible]2	21 48	
	Purnea	1 944 658	5 [illegible]68	36 72			8	04	3 [illegible]	24 12	1	006	1[illegible]	66	203	1 20	4 131	25 44	5 185	31 92	
	Malda	814 919	3 [illegible]	46 92	2[illegible]	21	2	02	1 [illegible]92	24 84	11	12	3	·03	1[illegible]1	2 28	1 [illegible]	27 72	1 [illegible]	27 00	
	Sonthal Parganas	1 753 7[illegible]5	3 759	25 56	[illegible]	06	2	01	1 [illegible]7	12 36	1[illegible]	10	11	07	1[illegible]4	1 52	2 0[illegible]	13 92	2 0[illegible]	14 04	
Orissa	Cuttack	1,937 671	5 [illegible]74	34 44	622	3 84	737	4 56	2 [illegible]1	14 64	413	3 02	50	24	1 [illegible]7	9 72	5 [illegible]	36 24	4 [illegible]41	28 68	
	Balasore	[illegible]4 675	3 69[illegible]	44 52	433	5 16	11[illegible]	1 32	1 13[illegible]	13 56	247	2 88	18	12	1 1[illegible]7	13 68	3 077	37 08	2,482	29 88	
	Puri	944 998	2 007	25 44	1[illegible]7	2 04	179	2 04	841	10 56	412	5 16	42	·48	1,279	16 20	2 911	36 96	2 330	30 36	
	Angul and Khondmals																				Not under registration.
Chota Nagpur	Hazaribagh	1 164 321	2 617	26 88		..	11	10	1 2[illegible]3	13 20	15	12	35	36	252	2 88	1 626	16 68	2 1[illegible]3	21 72	
	Ranchi	1,12[illegible],[illegible]5	1 [illegible]98	21 14			11	10	[illegible] 7	10 44	54	48	2	01	657	6 96	1 [illegible]11	18 12	1 [illegible]13	20 28	
	Palamau	5[illegible] 70	1 [illegible]7	21 60			83	1 56	8[illegible]	17 52	1	01	1[illegible]	24	1[illegible]1	3 00	1 [illegible]23	22 56	1 225	24 60	
	Manbhum	1 193 [illegible]29	2 [illegible]78	26 88	17	12	8	0[illegible]	1 2 [illegible]	12 24	11	10	6	06	3 2	3 84	1 649	16 56	1 801	18·00	
	Singhbhum	545 488	1 146	13 20	3	06	20	36	[illegible]6	19 92	11	24	12	24	96	2 04	1,048	25·04	1,041	22 80	
	Total ...	71,069 617	233 [illegible]1	39 48	5 986	96	3 0[illegible]	48	121,409	20 40	4 755	72	995	12	39 [illegible]40	6 48	175 211	29·52	157 788	26·64	
	Average of corresponding month of previous five years ..		228 718	38 52	8,361	1 39	1 477	24	116 421	19 56	3 243	48	1 101	12	27 185	4 56	157 788	26 64			
	Difference + or −	...	+5 233	+ 96	−2 375	− 36	+1 649	+ 24	+4,988	+ 84	+1 512	+ 24	−106	Equal	+11 855	+1 92	+17 423	+2 88			

OFFICE OF SANITARY COMMISSIONER FOR BENGAL,
The 11th May 1901.

H J DYSON, *Major*, I M.S., F.R.C.S.,
Sanitary Commissioner for Bengal.

Vital Statistics of Towns in Bengal with a population of 20,000 and over during the month of February 1901

Districts	Towns	Population under registration	Births: Number registered	Births: Ratio per 1,000 of population per annum	Cholera: Number registered	Cholera: Ratio per 1 000 of population per annum	Small pox: Number registered	Small pox: Ratio per 1 000 of population per annum	Fever: Number registered	Fever: Ratio per 1 000 of population per annum	Dysentery and Diarrhœa: Number registered	Dysentery and Diarrhœa: Ratio per 1 000 of population per annum	Injury: Number registered	Injury: Ratio per 1 000 of population per annum	Other causes: Number registered	Other causes: Ratio per 1 000 of population per annum	Total of all causes: Number registered	Total of all causes: Ratio per 1 000 of population per annum	Average of corresponding month of previous five years: Number registered	Average of corresponding month of previous five years: Ratio per 1 000 of population per annum	Remarks
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Burdwan	1 Burdwan	34 477	54	18 72	2	60	1	24	62	21 48	19	6 24	2	60	6	2·04	91	31 56	178	36 84	
Midnapore	2 Midnapore	32 2[illegible]4	165	39 00	17	6 24	12	4 44	83	30 84	24	8 88	1	36	34	12 60	171	63 60	112	41 61	
Hooghly	3 Hooghly and Chinsura	33 0[illegible]	71	25 68	3	1 08	5	1 80	58	21·00	24	8 64	2	72	17	6 12	103	39 48	106	38 40	
Hooghly	4 Serampore	35 952	77	25 68	2	60	4	1 32	63	21·00	21	9 60	2	60	11	3 60	111	36 96	131	40 32	
Howrah	5 Howrah	116,[illegible]6	270	27 72	49	5 04	26	2 64	280	28 50	116	11 88	2	12	171	11 40	584	60 00	404	41 52	
24-Parganas	6 Cossipore-Chitpur	31 923	51	19 44	6	2 28	2	72	38	14 40	15	5 64			10	3 72	71	27 00	48	13 24	
24-Parganas	7 Maniktala	[illegible] 805	43	15 60	13	4 32	9	3 24	21	7 56	6	2 16	1	36	4	1 44	53	19 32	37	13 44	
24-Parganas	8 Barnagore	23 028	30	15 60	10	5 16	7	3 60	30	15 60	29	15 00			8	4 08	84	43 68	69	35 88	
24-Parganas	9 South Suburban	41 718	89	25 56	4	1 08	1	24	8	24 36	18	5 16			5	1 32	113	32 40	111	31·92	
24-Parganas	10 Garden Reach	27 9[illegible]4	42	18·00	...				58	22 32	1	36	...				58	22 68	Data not available		
24-Parganas	11 South Barrackpore, including Tittagarh Municipality	35 647	40	13 44			2	·60	55	18·48	11	3·60	1	24	8	2 64	77	25 92	73	24 48	
24-Parganas	12. Naihati	20 040	39	22 68			1	48	4	25 68	2	1 [illegible]8			11	6 48	[illegible]	34 08	53	49 08	
Calcutta	13. Calcutta	681 560	[illegible]27	16 32	83	1 44	483	8 40	[illegible]	10 [illegible]	351	6 12	21	48	1[illegible]4	33 84	3 4[illegible]	60 84	2 1[illegible]	8 16	
Nadia	14 Krishnagar	25 [illegible]00	48	22 56	[illegible]5	11 76	2	84	38	17 88	2	84			1	60	68	31 92	62	29 16	
Nadia	15 Santipur	30 437	75	29 52	2	72	3	1 08	63	24 72	1	36	1	36	6	2 28	76	29 88	71	27·96	
Murshidabad	16 Berhampore	23,515	58	28 56	1	48	...		39	19 80	2	96			11	5 52	53	27 00	50	25 44	
Rajshahi	17 Rampur Boalia	21 407	80	44 76			2	1 08	41	22 92	2	1 08	1	48	1	6 12	57	31 92	44	24 60	
Pabna	18 Sirajganj	23,[illegible]67	40	20 52					14	7 20	2	96			3	1 44	19	9 72	25	12 84	
Dacca	19. Dacca	82,523	254	36 84	1	12	...		111	16·08	16	2 28	2	24	64	9·24	194	28 20	200	29·04	
Chittagong	20 Chittagong	24,069	20	9 96					42	20 88					7	3 48	49	24 36	43	21 36	
Patna	21 Patna City	165 192	254	18 36	14	96	4	24	1,054	76 56	69	4 92	3	12	217	15 72	1 361	98·76	336	24 36	
Patna	22 Bihar	47 723	99	24 84	3	72	1	24	498	110·04	24	6 00	1	24	57	14 28	524	131 76	86	21·60	
Patna	23 Dinapore	44,4[illegible]9	52	14 04	2	48	2	48	166	44 76	8	2 16	1	·24	62	16 68	241	65·04	78	21 00	
Gaya	24. Gaya	80 383	168	29 96	10	1 44	2	24	310	46 20	21	3 12	7	96	178	26 52	528	78 72	199	29 64	
Shahabad	25 Arrah	46 [illegible]05	76	19 44	...				44	11 16	7	1 68			87	22 20	138	35 28	46	11 76	
Shahabad	26 Sasaram	22,713	68	36 88					30	15 84					7	3 60	37	19 44	47	24 72	
Saran	27 Chapra	57 [illegible]52	91	18 96		...			184	38 40	8	1 56	3	60	267	55 80	463	96 60	86	17 88	
Champaran	28 Bettiah	22 [illegible]	60	31 56					35	18 36	...				24	12 60	59	30 96	67	35 28	
Muzaffarpur	29 Muzaffarpur	49 192	87	21 12					53	1[illegible] 84	4	90	...		30	7 20	87	21 12	90	21 84	
Muzaffarpur	30 Hajipur	21 [illegible]7	59	32 88					87	48 48			2	1 68	44	24 48	133	74 16	50	27 84	
Darbhanga	31 Darbhanga	73 561	154	25·08			...		74	12 60	5	·72			83	13 44	162	26 40	178	28 92	
Monghyr	32 Monghyr	57 077	82	17 16	5	96			4[illegible]8	98 28	8	1 68			40	8 40	521	109 44	105	22 08	
Bhagalpur	33 Bhagalpur	69 106	1[illegible]	23 16	1	12	24	4 08	94	16 32	2	24	1	12	38	6 48	160	27 72	125	21 60	
Cuttack	34. Cuttack	47 186	97	24 60	2	48			34	8 64	20	5 04	4	96	22	5 52	82	20 76	95	24 84	
Balasore	35. Balasore	20 775	61	35 16			1	48	15	8 64					18	10 32	34	19 68	65	37 44	
Puri	36. Puri	28 794	46	19 08	15	6 24	8	3 24	45	18 72	29	12 00			59	24 48	156	64 92	92	38 28	
Ranchi	37 Ranchi	20,306	34	20 04					11	6 48	1	48			9	5 28	[illegible]	12 36	33	19 44	
	Total of all towns with a population of 20,000 and over	2,259,233	4 032	21 48	269	1 32	602	3 12	4,948	26 28	875	4 56	66	24	3,494	18 60	10 [illegible]54	54·60	5,721	30 48	
	Average of the corresponding month of previous five years	..	4,359	23 16	391	2·04	68	36	2 755	14 64	677	3 12	71	36	1 829	9 72	5,721	30·48	...		
	Difference + or −	..	−327	−1·68	−122	−·72	+534	+2 76	+2,193	+11 64	+268	+1 44	−5	−·12	+1 665	+8 88	+4,833	+24 12	..	...	

OFFICE OF SANITARY COMMISSIONER FOR BENGAL,
The 11th May 1901.

H. J. DYSON, *Major*, I.M.S., F.R.C.S.,
Sanitary Commissioner for Bengal.

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT.

Approximate Return of Traffic on the Circular and Eastern Canals for the week ending Saturday, the 11th May 1901, as compared with the corresponding week of the previous year

Nature of Cargo	Week ending Saturday the 11th May 1901			Week ending Saturday, the 12th May 1900		
	Number of boats	Weight of cargo	Tollage	Number of boats.	Weight of cargo	Tollage.
		Mds	Rs		Mds	Rs
Rice and paddy	233	87,875	982	388	1,00,080	1,[illegible]
Jute	11	5,215*	57	3	1,550	21
Firewood	71	60,075	909	68	62,675	962
Other articles	462	1,58,899	1,963	542	2,30,275	2,394
Total	777	3,12,664	3,911	1,001	3,94,580	4,958

* Weight by canal measurement, 6,025 maunds